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THE AMERICAN ELEVATOR AND GRAIN TRADE

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Established 1882

PUBLISHED BY
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
SINGLE COPIES, 15 CENTS

VOL. XL

431 South Dearborn Street, Chicago, Ill., August 15, 1921

NO. 2

WE ARE PROGRESSIVE ENOUGH
TO BE AGGRESSIVE FOR YOU

MCKENNA & DICKEY
Grain

60 BOARD OF TRADE

For your
Business Sake
Communicate

HARRIS, WINTHROP & CO.

52 Broadway, New York

The Rookery, Chicago

GRAIN—STOCKS—BONDS.

MEMBERS

New York Stock Exchange
New York Produce Exchange
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Winnipeg Grain Exchange

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Chicago Stock Exchange
Chicago Board of Trade
Kansas City Board of Trade
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OF

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AND

**Timothy
Seed**

Mail Samples for Top Market Bids

**Milwaukee
Seed Company**

MILWAUKEE, WIS.

Established 1877

LANGENBERG BROS. GRAIN CO.
GRAIN and HAY

We Solicit Your Consignments

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Kansas City

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THE ILLINOIS SEED CO.
GRASS SEEDS FIELD

BUYERS

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Ask for Samples

Mail Samples for Bids

TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-
TOP, BLUEGRASS, SEED GRAIN, GRAIN BAGS, Etc.

J. A. BENSON COMPANY

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HAY, STRAW, GRAIN AND MILL FEEDS

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The WAGNER

Covers all markets. Ask for the weekly or
daily issue. Has the largest circulation of any
grain literature.

Stocks E. W. Wagner & Co. Bonds
Grain Cotton
Members New York Stock Exchange
Members New York Cotton Exchange
Members Chicago Board of Trade
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LETTER

Established 33 Years

CHICAGO

COURTEEN SEED CO.

Specialize in all

GRASS AND FIELD SEEDS

SHIPPERS. Send Samples for Bid.
BUYERS. Ask for samples and prices.

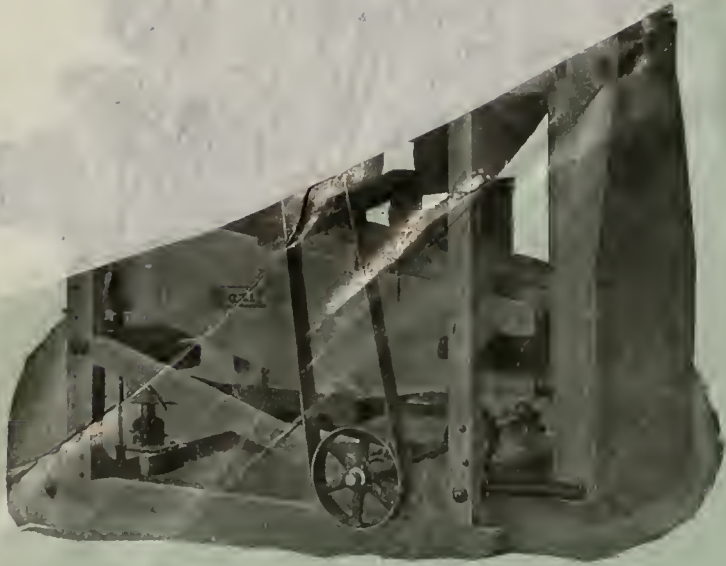
MILWAUKEE, WISCONSIN

BACHE SERVICE

USE IT
ON

GRAIN AND SEEDS

Chicago, Ill.



Built in ten sizes

Beall
THE MARK OF QUALITY

The country over, in the grain industry, elevator owners have for years shown a preference for

BEALL WAREHOUSE AND ELEVATOR SEPARATORS

It's the extra service given, and the extra quality of material and workmanship that has made these machines the most popular on the market today, for this class of work.

Send for catalog giving full particulars and details

THE BEALL IMPROVEMENTS CO., Inc.
Decatur - - - - - Illinois



Where to Stop in Minneapolis

THE CURTIS HOTEL

Tenth St., 3rd to 4th Aves., MINNEAPOLIS, U. S. A.
Six Blocks From the Chamber of Commerce.

Every Room an Outside Room. Every Room with Private Bath.

**This Hotel Caters to the Grain and Milling
Trade—Especially Suited to Conventions**

Average rate for room and bath—\$2.50 single—\$3.50 double.

Entertaining programs are rendered daily during luncheon and dinner hour on the great pipe organ in main restaurant by Dr. Frederic Tristram Egner. Orchestra music daily during dinner hour.

One whole city block of beautiful lobbies, ball rooms, billiard rooms, chocolate shop, beauty shop, barber shop, tailor shop, physical culture and bath department, cigar and news stands, delicatessen shop, etc., are operated in this hotel for the convenience and entertainment of our guests.



Columbia Motor Truck Scale
installed at the large plant of the
Western Feed Manufacturers, Inc., Chicago

Since 1893—28 Years Manufacturers of Scales

COLUMBIA MOTOR TRUCK SCALES Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market.

COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago.

THERE MUST BE A GOOD REASON

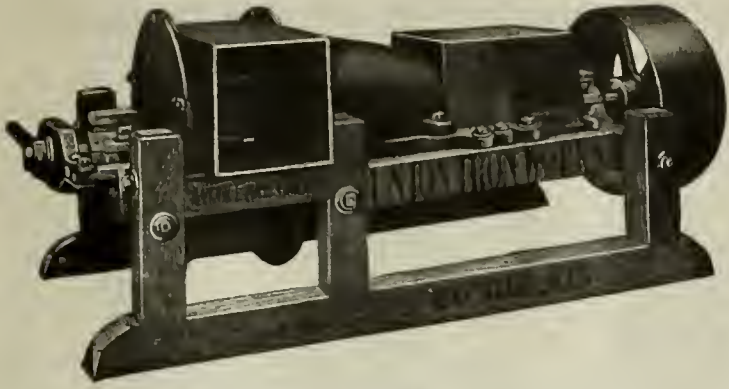
COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

Telephone Albany-4
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Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.



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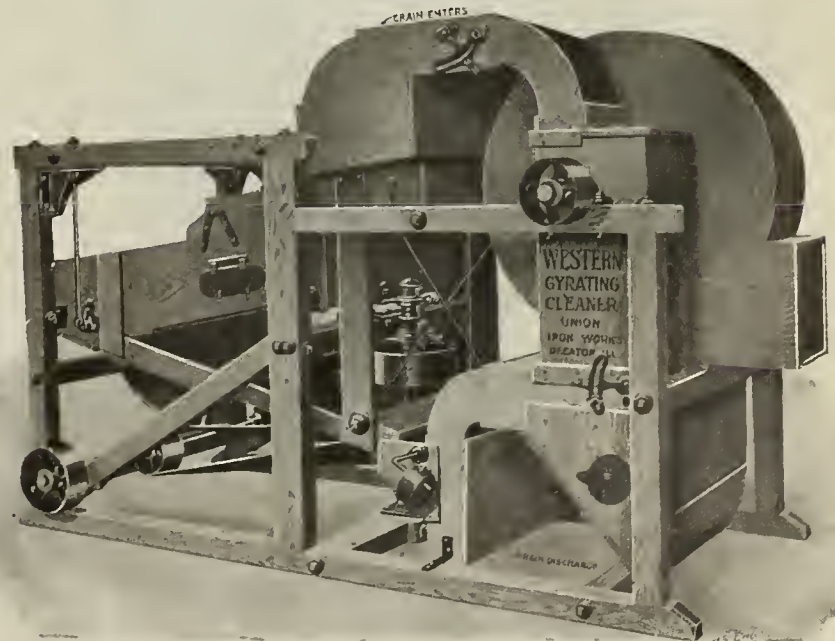
The Western Line

Shellers and Cleaners,
Grain Elevating and
Power Transmission
Machinery.

*The Best Machinery
Your Money Can
Buy.*

Union Iron Works

Decatur ∴ ∴ ∴ Illinois



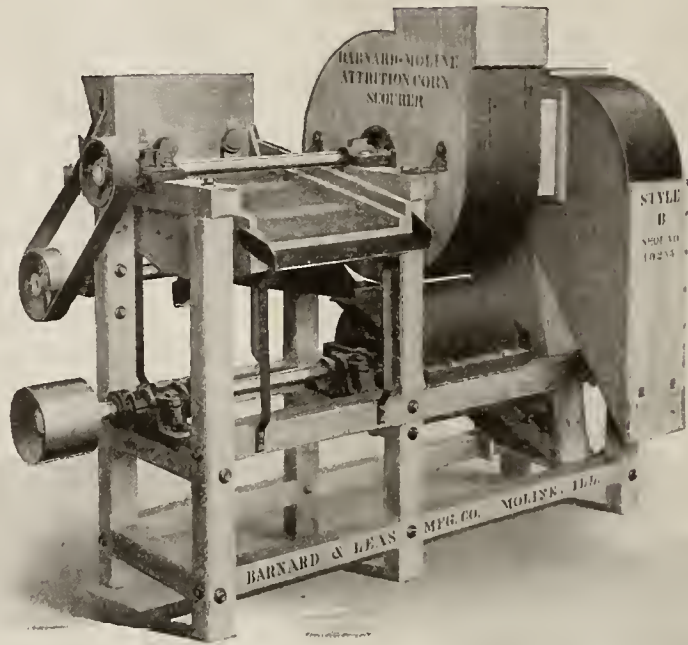
"Western" Gyrating Cleaner

Barnard-Moline Attrition Corn Scourer

SCOURS CORN WITHOUT WASTE

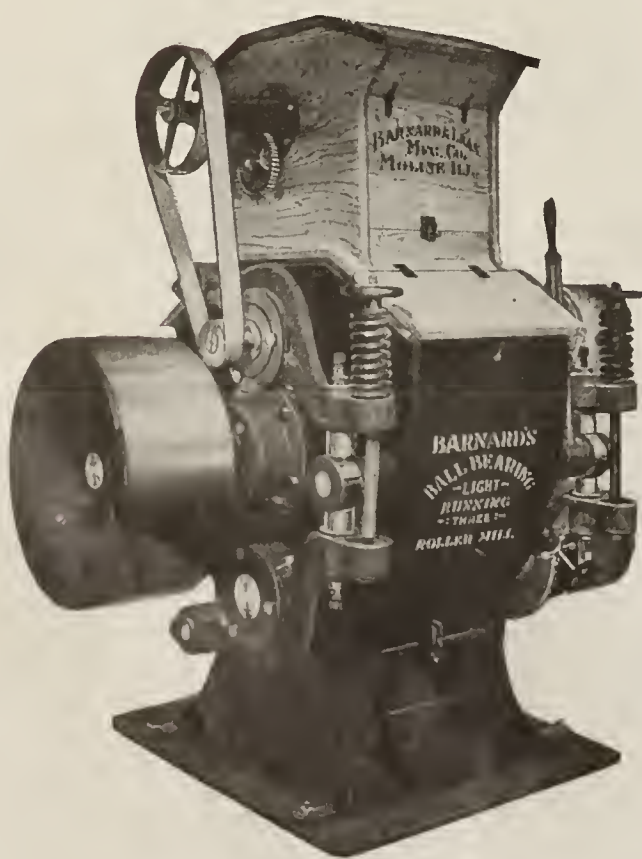
Scouring corn without waste is making a mild assertion compared to the actual efficient results being obtained from this wonderful machine by a large number of millers everywhere. It actually scours and cleans the corn without fracturing and damaging, and thus wasting the tender, starchy and most valuable end of the kernels of corn, which are damaged and wasted when scoured with machines of the revolving beater type.

The degree of scouring is fully controllable by means of an adjustable, automatic valved outlet. The interior revolving, agitating mechanism gives each kernel of grain a rapid rolling or revolving motion. The friction of the corn against itself, and against the walls of the case, removes all adhering foreign substance, as well as black caps and the hard, woody tips. Bulletin No. M-15 explains this machine in detail; write for it.



Barnard-Moline Ball-Bearing Light-Running Three-Roller Feed Mill

SAVES POWER AND OIL



This machine has very large capacity considering the length of rolls. It is splendidly adapted for grinding coarse corn meal, chop feed, barley, wheat for graham, rye and other small grains, but is especially recommended for the coarser work of grinding coarse corn meal and chop feed. It is the ideal machine for the grist and feed mills.

The journals of this feed mill run positively cool at all times, with no indication of oil or grease about them; this makes the mill light running and effects a great saving in the expense of power and oil. The frame is cast in one piece and is strong, substantial and rigid in every way. The adjustments are simple, efficient and first class, and the grinding is easily controlled. Bulletin M-5 illustrates and describes in detail many other styles of feed mills; write for them.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

✠ MILL FURNISHERS ✠

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



The Mark of Quality

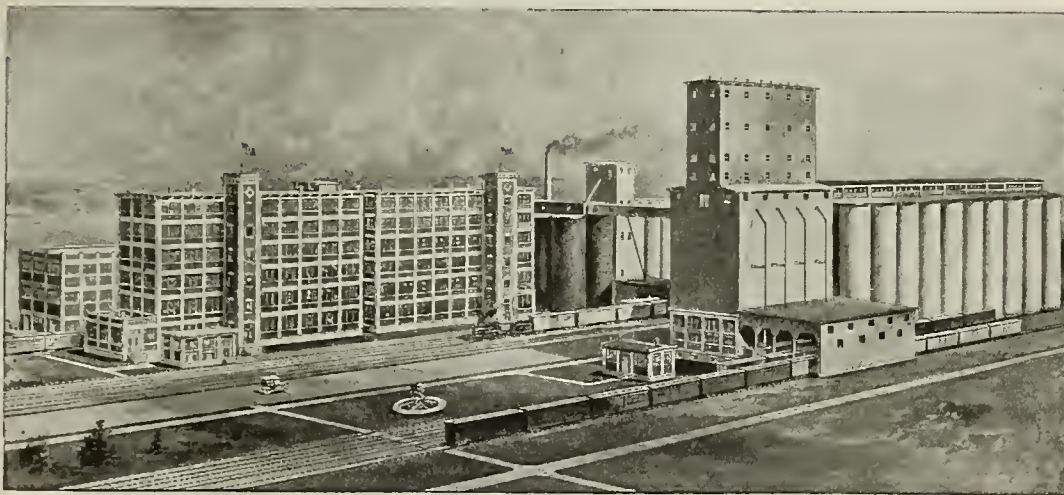
Conveying and Power Transmitting Machinery

FOR THE LARGE AND SMALL ELEVATOR AND MILL

Endurance is the Test of Quality

WELLER MADE EQUIPMENT STANDS THE TEST

Plant of the
Southwestern
Milling Co.,
Kansas City,
Kansas



Equipped With
Weller-Made
Elevating and
Conveying
Machinery

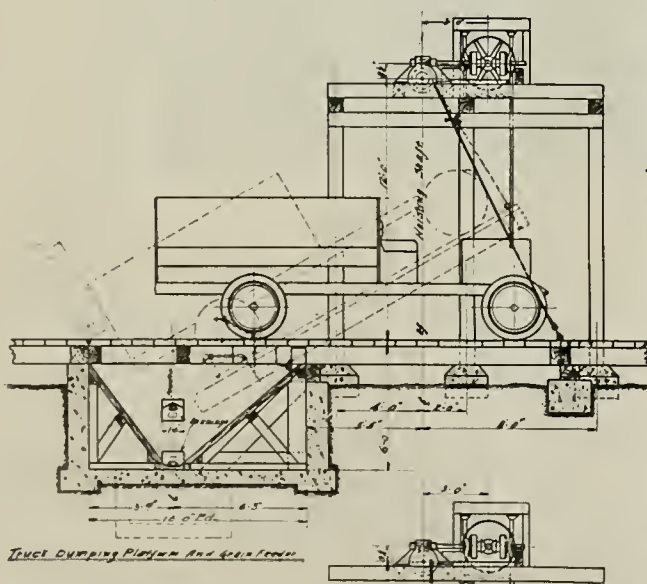
Most of the large and a great number of the small elevators and mills built in the past thirty years are equipped with Weller-Made Machinery—it is a matter of pride with us that many of our customers who, when starting, bought of us, when they were ready to expand specified for equipment made by Weller.

We design and make a complete line of Elevating, Conveying and Power Transmitting Machinery adapted to the handling of Grain, Coal, Etc.

You are invited to correspond with us about your equipment needs. Our engineering department is able to render most satisfactory service with layouts and suggestions and to carry out your wishes.

Catalogue "M" Grain Elevators—Sent on Request.

WELLER TRUCK AND WAGON DUMP



Can be installed in any elevator.

Does not require the services of an expert; anyone familiar with tools and machinery can build the frame and install the lift.

Once erected it requires very little attention.

All the mechanism is overhead in full view of the operator at all times.

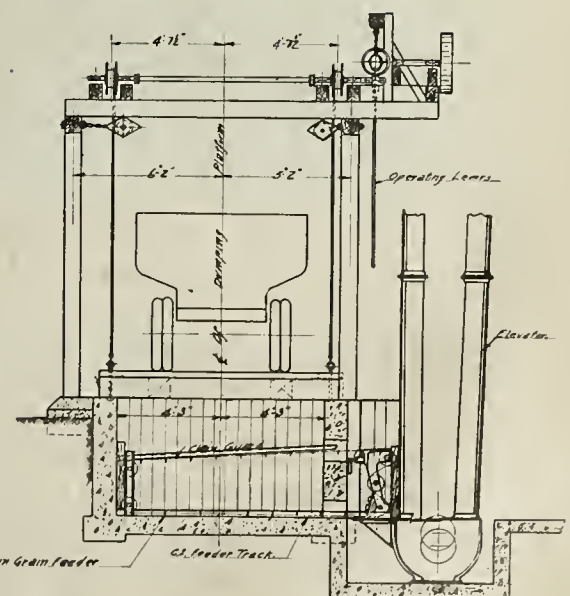
Easily controlled.

Worm gear on hoisting shaft gives positive lock at any point of lift.

No brakes; no air chambers; no hydraulic pumps.

Can be attached to line shafting, operated by motor, gas engine or arranged for hand power.

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Main Office and Works, 1820 to 1856 N. Kostner Ave.

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BRANCHES

NEW YORK

BOSTON

BALTIMORE

PITTSBURGH

SALT LAKE CITY

SAN FRANCISCO

Indianapolis—Your Market

Indianapolis is known as the largest inland railroad city in the country and is the natural destination for shipments of grain from Indiana, Illinois, Ohio, Michigan, Wisconsin and states adjoining.

Its geographical location together with its railroads radiating to all sections of the country, makes it a logical outlet and distributing point to the East, South and Southeast.

These splendid railroad facilities assure quick handling of shipments with prompt returns on same.

Indianapolis also takes a natural



The Indianapolis Board of Trade

pride in having the largest corn mills in the country which, together with its flour mills and vast array of manufacturing industries, creates an exceedingly large local consumption of wheat, corn, oats, rye and hay annually.

This local and foreign demand makes for top prices on all shipments.

The market's adequate weighing facilities, its efficient inspection department, and increased elevator storage and drying equipment makes Indianapolis more and more important each season as a market for shippers and buyers of grain, hay and feeds.

Route your grain and hay to any of the following firms, all devoted to your interests and all members of the

INDIANAPOLIS BOARD OF TRADE

ED D. ANDERSON, Grain Commission

BINGHAM-HEWETT-SCHOLL CO., Grain Merchants

BERT A. BOYD GRAIN CO., Grain Commission

CLEVELAND GRAIN & MILLING CO., Grain Commission

THE EARLY & DANIEL CO., Grain Commission Merchants and Buyers

P. M. GALE GRAIN CO., Grain, Feed

HEINMILLER GRAIN CO., Receivers and Shippers

HAYWARD-RICH GRAIN CO., Commission, Brokerage

FRANK A. WITT, Grain Commission and Brokerage

LAMSON BROS. & CO., Grain, Seeds

McCARDLE-BLACK CO., Grain Merchants

CARL D. MENZIE GRAIN & BROKERAGE CO., Brokers and Grain Commission

MUTUAL HAY & GRAIN CO., Hay and Grain.

STEINHART GRAIN COMPANY, Grain Commission

SWAN GRAIN CO., Wheat, Corn, Oats, Rye.

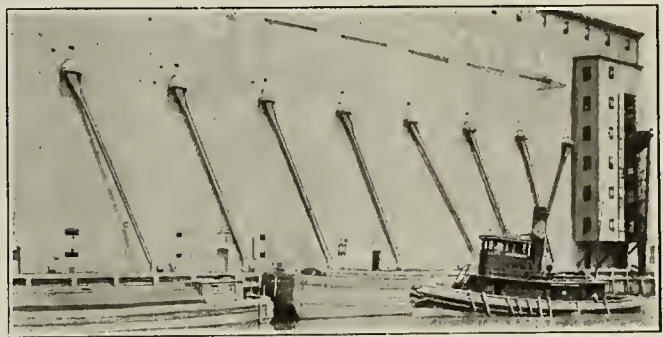
URMSTON ELEVATOR CO., Grain Commission

H. E. KINNEY GRAIN CO., Receivers and Shippers

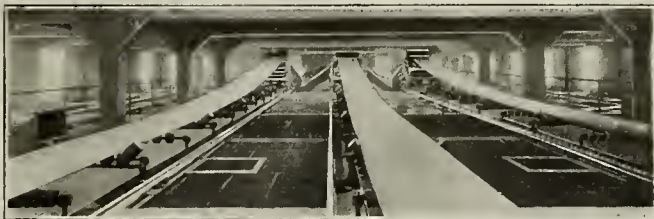
WEBSTER GRAIN ELEVATOR EQUIPMENT



Spouting Machinery



Boat Loading Spouts and Marine Leg



Belt Conveyor



Tripping Equipment



Car Pullers

When You Specify
WEBSTER GRAIN ELEVATOR EQUIPMENT

You May Feel Confident That You
Are Buying Machinery That Will
Give Sustained, Efficient Service
at Low Operating Cost.

THE WEBSTER MFG. COMPANY
4500-4560 CORTLAND ST., CHICAGO

Factories-Tiffin, O. and Chicago - Sales Offices in Principal Cities

CINCINNATI

THE GATEWAY TO THE SOUTH AND EAST

Has the "square deal"
plugging system for
hay.

Has reconsignment
and transit privileges
and other favorable
points which insures
most successful han-
dling of grain or hay
shipments.



Home of the Cincinnati Grain and Hay Exchange

Is the terminal point
for 200,000 miles of
railways and there-
fore a convenient
shipping point for
the country dealer,
and local buyers are
enabled to distribute
all products quickly
and to best advan-
tage. Has weighing
and inspection serv-
ice second to none
and up-to-date grain
and hay merchants
constantly safeguard-
ing their patrons' in-
terests.

Those are just a few of the reasons why you should ship your Grain and Hay to Cincinnati. Ship to any of the following responsible grain and hay firms, all members of the

Cincinnati Grain & Hay Exchange

A. BENDER, Flour, Grain and Feeds

BINGHAM-SCHOLL GRAIN CO., Grain
Exclusively

BROUSE-SKIDMORE GRAIN CO., Grain,
Hay, Feed

BLUMENTHAL, MAX, Grain and Feed

THE D. O. CROSS CO., Grain, Hay, Mill
Feeds

CURRUS GRAIN CO., Grain and Hay

SMITH, EDW. A., Receiver and Shipper of Hay

DE MOLET GRAIN CO., Grain and Hay

EARLY & DANIEL CO., Hay, Grain, Feed

FITZGERALD BROS. CO., Grain and Hay

GALE GRAIN CO., THE A. C., Grain and
Hay

DAN B. GRANGER & CO., Hay and Grain

MUTUAL COMMISSION COMPANY,
Strictly Commission

THE NUTRITIA PRODUCTS CO., Feeds

GRAIN DEALERS:

The *seriousness* for your farm friends of the grain marketing schemes now confronting them, requires sane and immediate action.

Below, we suggest some of the most important considerations to discuss with them:

Mr. Farmer:

Look Before You Leap

If a grain-pooling contract is submitted to you, do these things for your own protection:

- 1—Study every word.
- 2—Consult your lawyer—your banker—your grain dealer.
- 3—Ask your lawyer if it does not deprive you of all CONTROL OF INCOME from your grain crops for five years.
- 4—Ask if there is any LIMIT to the HANDLING CHARGES which may be imposed on you by the pool.
- 5—Ask if the contract does not BIND YOU ABSOLUTELY FOR FIVE OR MORE YEARS even if you find it ruinous the FIRST year.
- 6—Ask if there is any assurance against heavy loss to you if the pool fails. The contract protects the pool—how does it protect YOU?
- 7—Ask your banker or your grain dealer for literature.
- 8—Write Executive Committee, Grain Dealers' National Association, 308 Western Union Bldg., Chicago, for free legal analysis of sample contract.

REMEMBER NORTH DAKOTA!

REMEMBER THE NONPARTISAN LEAGUE!

Grain Dealers' National Association





Illustration showing car equipped with Standard Liner

GRAIN CAN BE CARRIED IN OLD EQUIPMENT WITHOUT LOSS



Illustration showing car equipped with End Liner

ONE OF THE GREATEST PROBLEMS confronting the grain shipper is that of leakage of grain in transit.

OFTEN TIMES WHEN your elevator is filled to overflowing and farmers pressing receipts, cars will be offered you for loading that are leaky and dangerous for grain loading. In such case you have but one alternative: Either accept the car or lose the opportunity of making sale.

There is no need of tying up grain shipments waiting for specially constructed cars. Nor do you have to lose because of grain lost in shipment in leaky cars.

KENNEDY CAR LINERS INSURE GRAIN SHIPMENTS

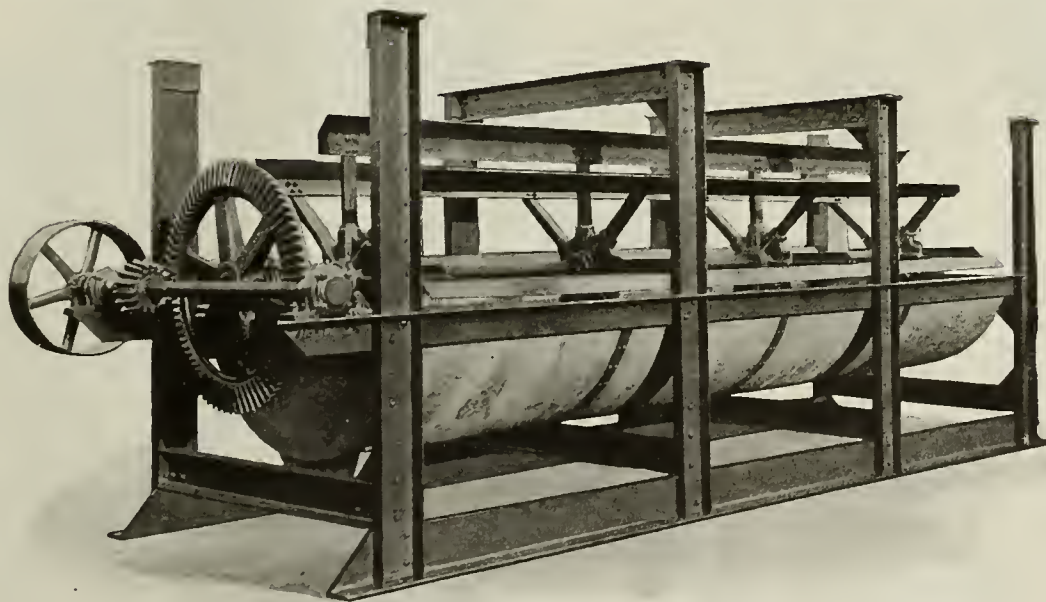
Let us give you further facts regarding the dependability, strength and low cost of Kennedy Car Liners.

THE KENNEDY CAR-LINER & BAG CO.

SHELBYVILLE, INDIANA

CANADIAN FACTORY AT WOODSTOCK, ONT.

The ELLIS ROTARY DRIER AND COOLER



The illustration shows our ELLIS ROTARY COOLER in process of construction. Note that the framework is built sufficiently strong to allow the placing of a rotary drier directly above. The framework is pneumatically hot riveted steel; tee iron arms support the lifter flights; heavy galvanized lower shell and S. K. F. ball bearings throughout. Built in six sizes. Quotations on request.

The Ellis Drier Co., Roosevelt Road & Talman Ave., Chicago, U. S. A.

CONVEYING, ELEVATING, POWER TRANSMISSION MACHINERY and COMPLETE GRAIN ELEVATOR EQUIPMENT

Including the Well Known

UNITED STATES CORN SHELLERS
UNITED STATES GRAIN CLEANERS

Which are unsurpassed in machines of this character.

U. S. Quality Best

U. S. Prices Lowest

THE B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

FEED MILLS

For making all kinds of ground feed—Dairy, Stock and Sweet Feeds, Poultry Mash.

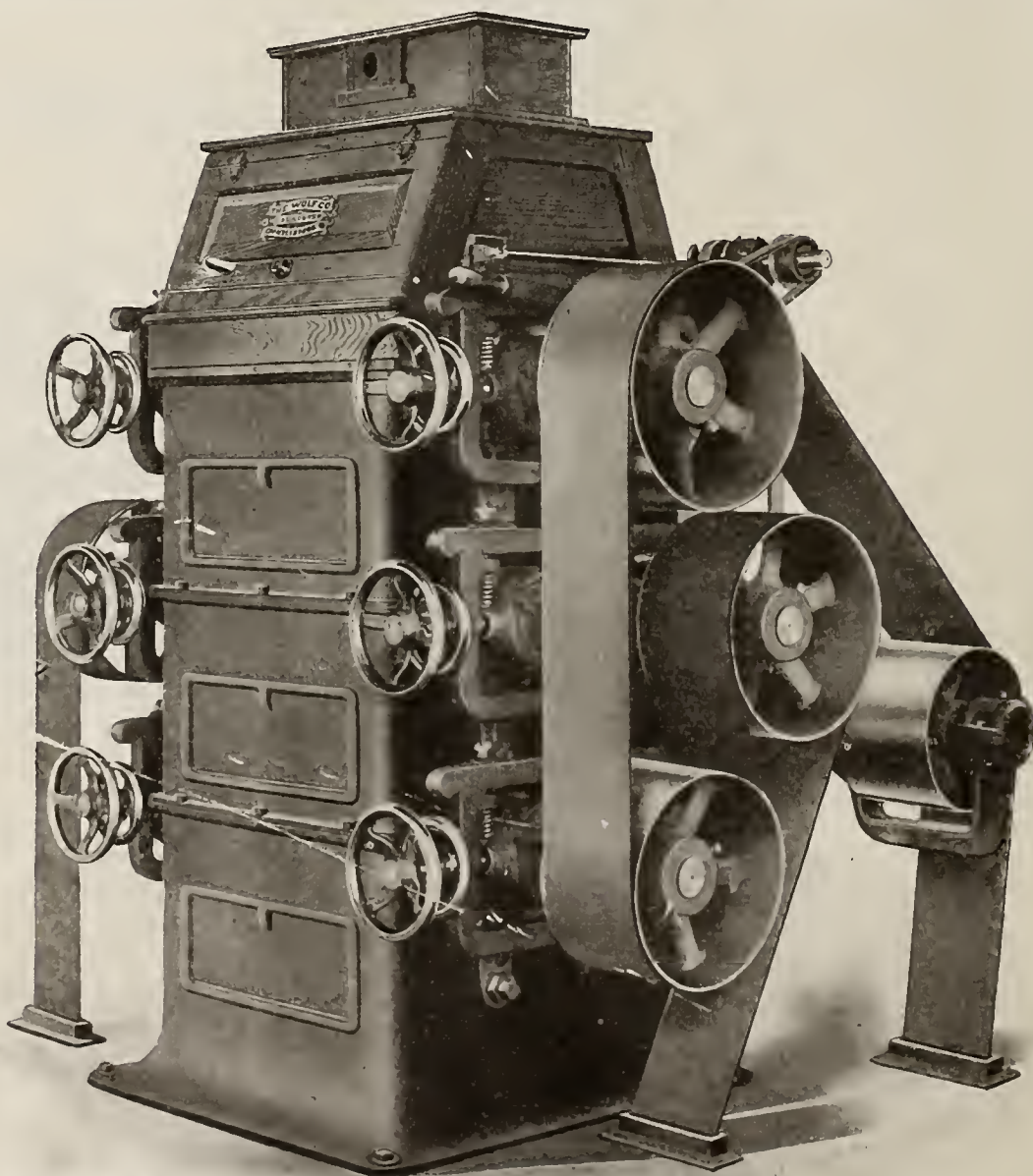
Two Pair High for moderate capacity and medium grinding, while the Three Pair High is designed for largest capacity and finest grinding.

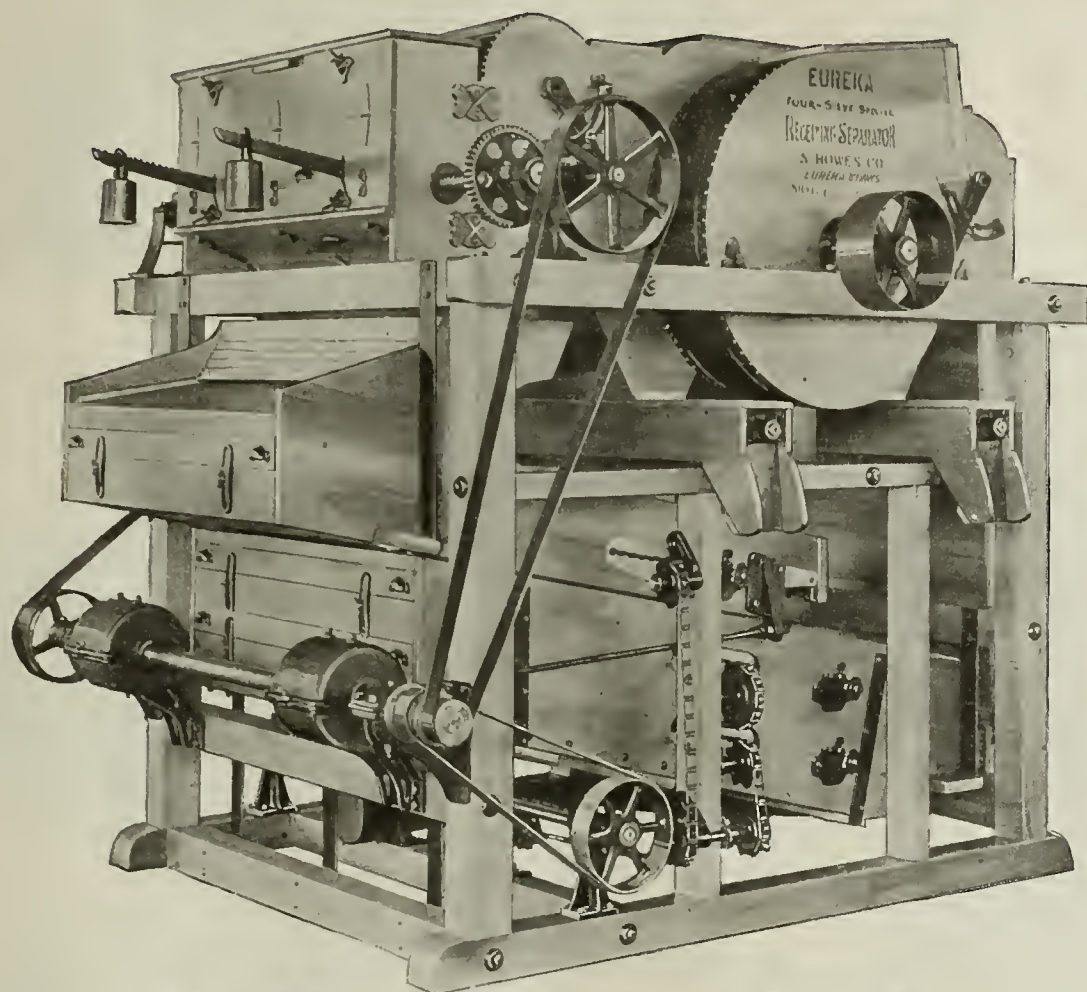
You should have our Bulletin No. 113-M.

THE WOLF CO.

*"Builders of Complete Flour,
Corn, Cereal and Feed Mills"*

Chambersburg, Pa., U. S. A.





EUREKA

European Branch: 64 Mark Lane, London, Eng.

A TRULY MAGNIFICENT CLEANING MACHINE

is this



"EUREKA"



More can naturally be expected of it—better and more precise separations, both by air and sieves—because we provide the mechanical means,—features unique, many of them, to assist the operator to do exactly what he wishes to accomplish.

When you hear a man say: "I can clean my grain right now," you will understand that that man bought a "Eureka" Four Sieve Special Receiving Separator.

New Lists now ready

S. HOWES CO., Inc.

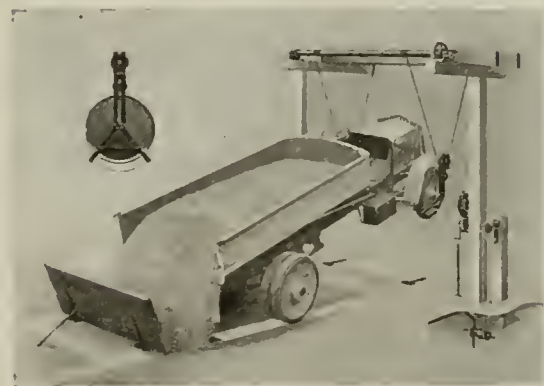
EUREKA WORKS

SILVER CREEK, N. Y.

McMillin Truck Dump Combination Wagon and Truck

All parts of dump in plain view of operator, and under control at all times as the raising and lowering is handled with special asbestos lined cone friction.

A crank is furnished with all dumps to be used when power is not available.



All parts amply strong.

No delicate trigger work to get out of shape.

Few parts and those simple.

Leaves driveway clear when not in use.

Stop the rear end of bed of wagon or truck at dump door, and this dump will raise the front wheel regardless of the length of the vehicle, as the proper point to be considered is the stopping so grain will discharge into dump door.

If you have a platform or rail dump leave it in place.

Dump your truck and long coupled wagons as well as all other wagons with this dump if desired.

ONLY ONE MECHANISM REQUIRED FOR DUMPING AT ANY NUMBER OF DUMP DOORS. SIMPLE—DURABLE—PRACTICAL—SPEEDY—SUBSTANTIAL—SAFE—REASONABLE IN PRICE—EASILY INSTALLED.

For further information address

L. J. McMILLIN

525 Board of Trade Building,

Indianapolis, Indiana

Designer and Builder of Grain Elevators

Accurate MOISTURE TEST in 15 MINUTES

THE MOJONNIER MOISTURE TESTER for Cereals is based upon an exact gravimetric method of testing cereals or cereal products for moisture and makes test in one-twentieth time usually required for this determination. Now in use in several plants.

As simple to operate as an automobile, and as positive in action. Built for a life time of service. Soon pays for itself through savings effected by actual technical control of moisture in all products handled.

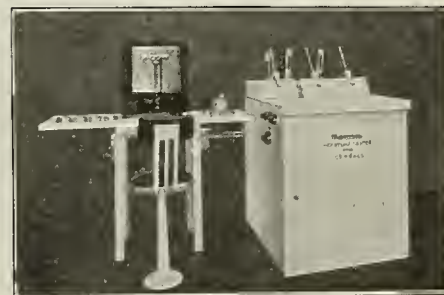
Write for descriptive leaflet

Mojonnier Bros. Co.

739 W. Jackson Blvd.

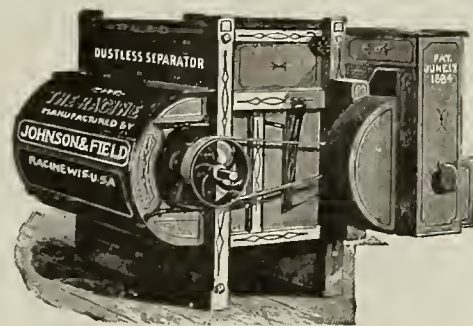
Chicago

Sales Branches: New York, Atlanta, St. Louis, Seattle



Mojonnier Moisture Tester Process and Apparatus Patented.

THE RACINE DUSTLESS SEPARATOR



YOUR PROFITS

CAN BE INCREASED IF
YOU RUN YOUR GRAIN
OVER OUR

Dustless Grain and Seed Separator

Special Screens for All Kinds
of Grain

Our Machines have probably brought higher grades to more country grain shippers than all other makes combined, saving the cost of each Machine many times in a season.

Write for prices on the "RACINE" line of grain cleaners

JOHNSON & FIELD MFG. CO., Racine, Wis.



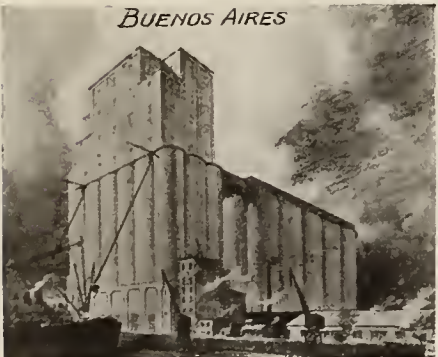
MONTREAL

John S. Metcalf Co.

Grain Elevator Engineers

MANCHESTER
ENGLAND

SYDNEY, AUSTRALIA.



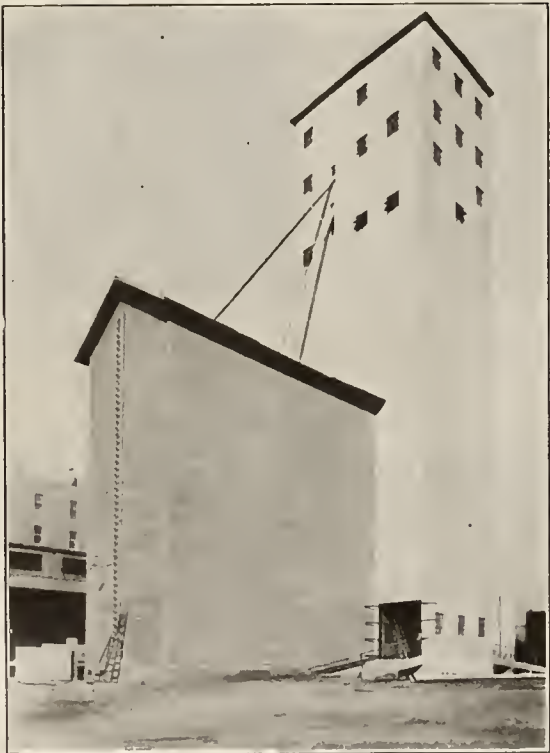
BUENOS AIRES

OFFICES

108 So. La Salle St., Chicago, Ill.
54 St. Francois Xavier St., Montreal, Canada.
395 Collins St., Melbourne, Australia.
639 Calle Maipu, Buenos Aires, Argentina.



CHICAGO



Re-inforced concrete elevator—The Baltimore Pearl Hominy Co., Baltimore, Md.

BE PREPARED Build Your New Elevator Now

Up-to-date elevator facilities are required all over the country and now is an ideal time to go ahead with elevator construction. Building costs in this line of work have declined to such an extent that it is now possible to erect a modern GRAIN ELEVATOR combining permanent and fireproof qualities at a very reasonable outlay. Write us for estimates.

THE SPENCER CONSTRUCTION COMPANY
Specialists in Grain Elevator Building
GARRETT BUILDING BALTIMORE, MD.



THE WORLD'S LARGEST ELEVATORS USE THIS BRUSH

For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.
Price \$16.00 per dozen. F. O. B. Minneapolis

Flour City Brush Company
422-424 South Fourth Street MINNEAPOLIS

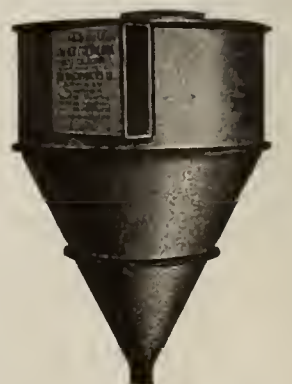
The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners

ALL STEEL

Write for Catalog



The Knickerbocker Company

Jackson, Mich.



400,000 BUSHEL ELEVATOR
FOR
Postum Cereal Co.
Battle Creek, Mich.

MAKERS OF
POST TOASTIES, POSTUM CEREAL
AND GRAPENUTS

"There's A Reason"
Macdonald Engineering Company
New York Chicago San Francisco
90 West St. 53 W. Jackson Blvd. 149 California St.

FOLWELL-AHLSTOG CO.
Engineers and Contractors

Designers and Builders
OF
Grain Elevators, Flour Mills, Industrial Plants, and other
Engineering Works



PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.
1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine
Tower. Reinforced Concrete. Latest improvements. Write us for
designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

LEONARD CONSTRUCTION COMPANY

37 So. Wabash Ave., Chicago

DESIGNERS AND CONSTRUCTORS

51 Maiden Lane, New York, N. Y.



BUILT IN 1920

MEMPHIS, TENN., PLANT OF THE QUAKER OATS COMPANY

WE INVITE YOUR INQUIRIES

L. A. STINSON

CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

ELEVATORS, MILLS AND WAREHOUSES
COMPLETE

National Life Building Chicago, Ill.

Grain Driers, General Overhauling and Improvements

BALLINGER & McALLISTER
CONTRACTORS - DESIGNERS

Grain Elevators Ear-Corn Plants

COMPLETE

Locust Street Viaduct

Bloomington, Ill.

ARE YOU WORRIED

about the condition of that grain in your bins?
Let us equip your storage with a

Zeleny Thermometer System

to tell you the exact condition of
the grain and cut out the worry

Over 100 Elevators Equipped
Write for Description

WESTERN FIRE APPLIANCE WORKS

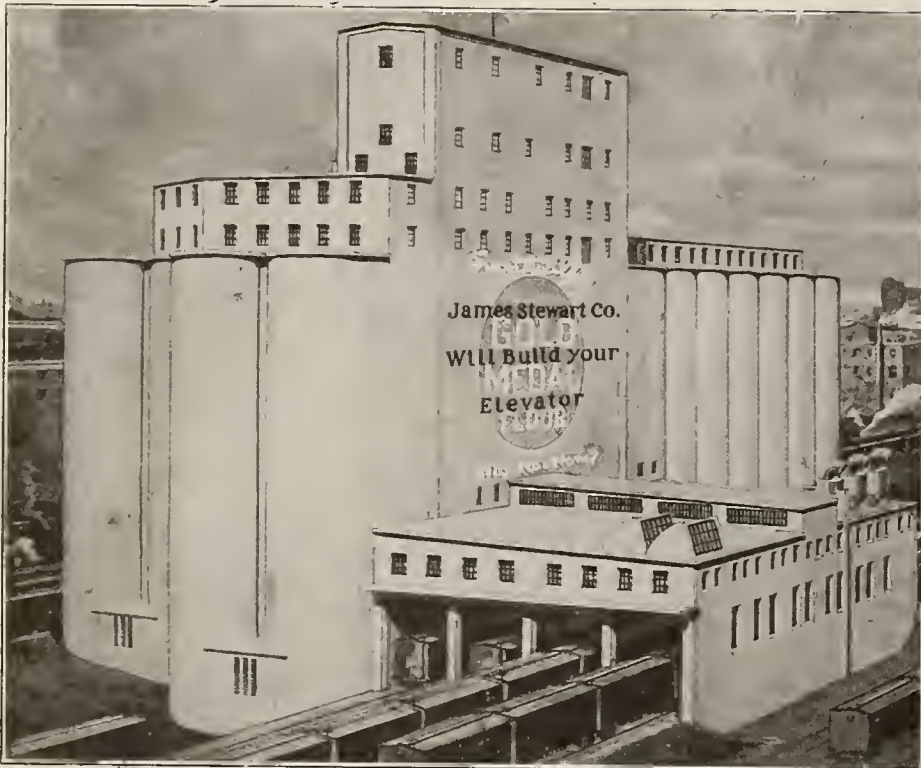
542 South Dearborn Street

Chicago

TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR

FOR

Washburn-Crosby Company
Minneapolis, Minn.



"We have built for many of your friends.
Eventually we will build for you. Why not now?"

We Design and Build Elevators, any type of Construction, in any part of the World.

JAMES STEWART & CO., Inc.
GRAIN ELEVATOR DEPARTMENT

Twelfth Floor, Fisher Building

W. R. SINKS, Manager

CHICAGO, ILL.

THE POLK SYSTEM

All-steel machines for all kinds of
CIRCULAR CONCRETE CONSTRUCTION

We contract grain storages, water
towers and coal pockets.

Polk-Genung-Polk Company

521 Occidental Bldg.,
Indianapolis, Ind.

Fort Branch,
Indiana

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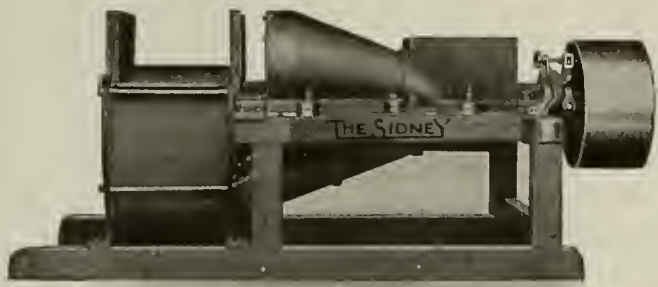
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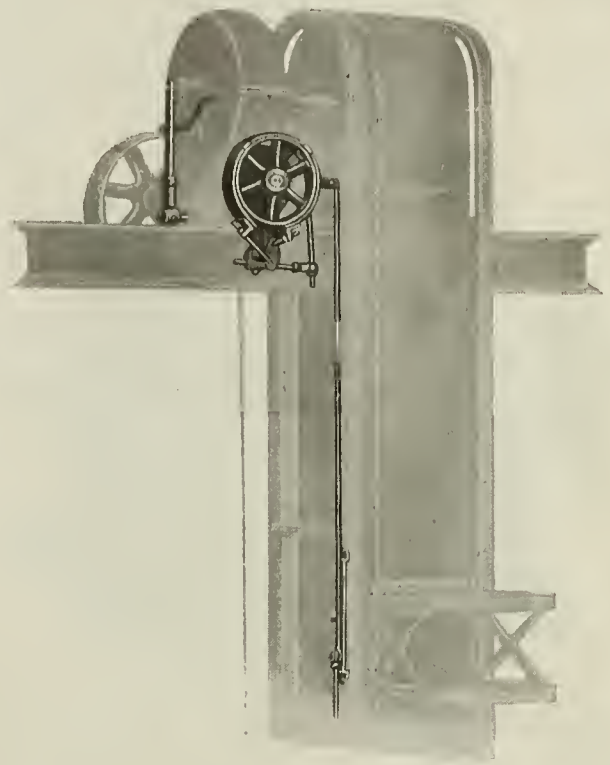
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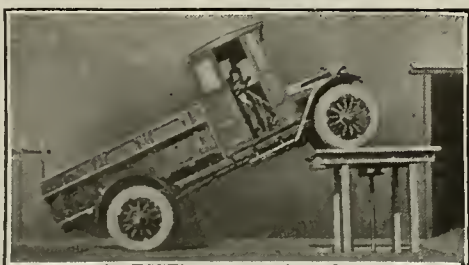
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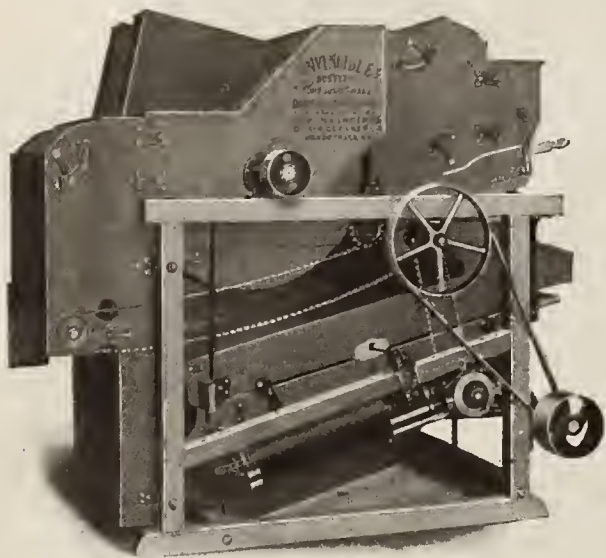
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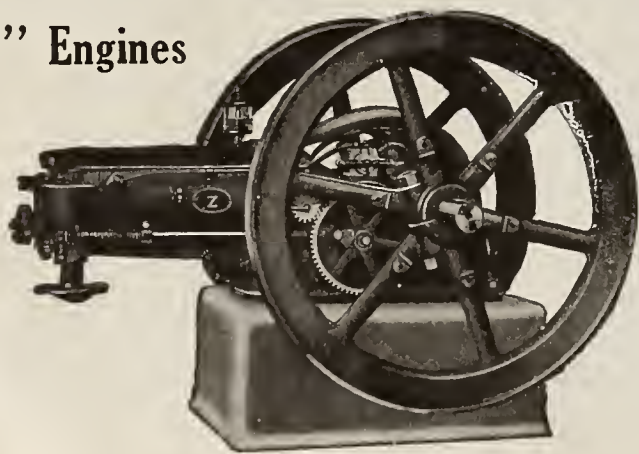
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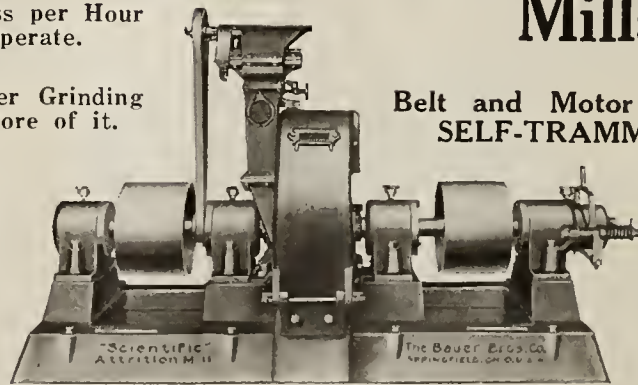
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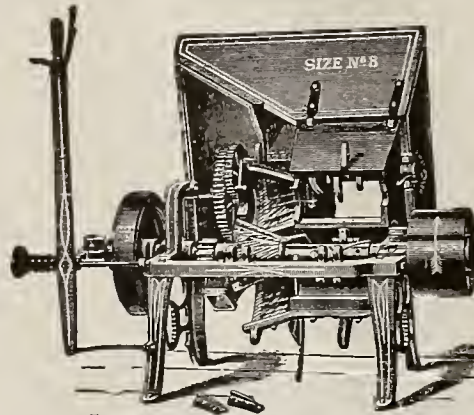
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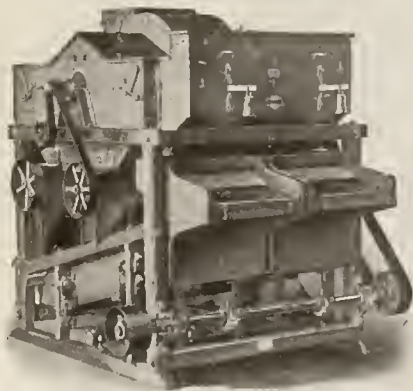
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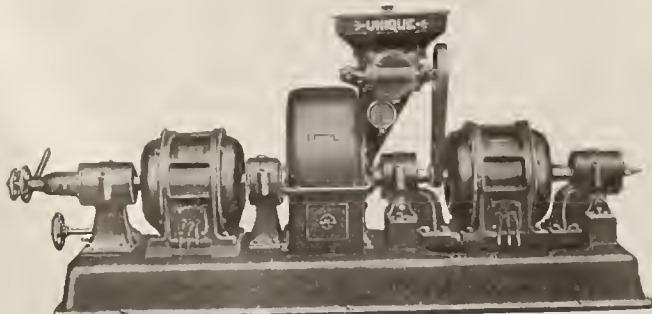
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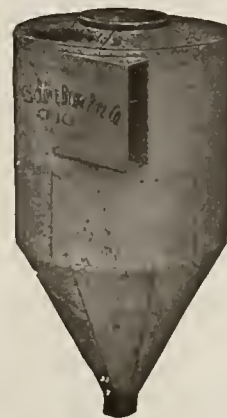
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Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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IN SUCCESSFUL USE 40 YEARS DRYING

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Automatic in operation, requiring no attention

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST

Canadian Terminal Elevator and its Equipment

Dominion Government Engineer Specifies Morse Drives in Saskatoon Terminal to Insure Constant Service to the Shippers of the Western Province

GRAIN handling and storage in the Dominion of Canada has presented a number of difficult problems, due to the rapid expansion of the grain acreage and the comparatively limited capital available to meet the multiplying needs of the great western provinces where the bulk of the grain is grown. Western Canadian farmers many years ago manifested a suspicion of the private elevator system, and raised the cry that they were being exploited by the grain dealers.

As a matter of fact the conditions of which they complained were natural, and were the result of circumstances, and not the deliberate attempt of dealers to fleece the farmers. The Canadian crops are harvested late in the season, only a short time before the close of navigation on the Great Lakes. As in all new agricultural country lack of capital is the rule rather than the exception, and the farmers, for the most part, were in a hurry for their crop money in order to pay their bills accumulated during the growing and harvesting season. This forced a great volume of grain onto the market at one time; more than could be stored in the available elevators, and more than terminal dealers could carry. As a result prices at harvest time were unduly depressed.

To remedy this condition the Canadian Government went into the grain business to the extent of building and operating a public terminal elevator at Port Arthur; interior terminal elevators at Saskatoon, Moose Jaw and Calgary; and transfer elevators at Vancouver and Port Colborne. The Government at the same time fixed grades for grain, and through the Board of Grain Commissioners operates the terminal elevators, grades the grain as it is offered, and issues certificates of grade which are accepted at almost their face value at the bank.

In this chain of Government storage houses it is difficult to say which is the most important link, but the fact remains that the interior terminal elevators catch the first rush of the harvest, and in capacity and handling equipment must show a speed of operation and all around efficiency of a high order.

The Saskatoon and the Moose Jaw plants are built from the same set of plans and specifications. The Barnett-McQueen Company had the contract and the result is highly satisfactory to all concerned. Each house has a capacity of 3,500,000 bushels, and is of concrete and steel construction. The Calgary house is of the same general plan but has a capacity of 2,500,000 bushels.

The Saskatoon elevator is built on a site containing approximately 50 acres of land and is served by three receiving tracks and two shipping tracks, directly connected with the Canadian Pacific Railway, the Canadian Northern, and the Grand Trunk Pacific. The plant consists of a work-house, a storage annex and a drying plant.

The work-house, which has 112 bins, with a capacity of 500,000 bushels, is equipped

with 10 No. 9 Monitor Separators, two Monitor Flax Separators, one Monitor Screenings Separator, all made by the Huntley Manufacturing Company of Silver Creek, N. Y., and one Richardson Wheat and Oats Separator. This machinery cleans the grain before shipment and effects material savings in freight charges.

The storage annex consists of 150 bins, having a capacity of 3,000,000 bushels. The drying plant, having a capacity of 24,000 bushels of grain per day, is installed in a separate building, adjacent to the elevator.

The machinery is all motor driven, power being received from a central power station in Saskatoon, and throughout the house the energy from the powerful motors is transmitted to the machines and shafting by Morse Silent Chain Drives. This transmission was particularly specified by C. D. Howe, Government Engineer for Canada, after a thorough review of all available transmission media. The care in this choice of drives was based upon a vast fund of experience which has proved

only consideration which induced Mr. Howe to select Morse Silent Chain Drives as the best for the grain operations of the Dominion Government. There are known factors, such as maintenance, repair, and depreciation, which are always present and must be charged to the operating cost. The low figures which Morse Drives have established on these costs are a potent argument which undoubtedly had its effect. Compared with less reliable drives, the Silent Chain talks plainly on the ledger page, and easily discounts its slightly higher original cost. All reliable engineers, however, are insisting more and more, that first cost is no indication of the expense of equipment, that real cost can only be ascertained after a period of years. The installations of Morse Chain Drives in the Saskatoon elevator shows how complete is the confidence placed in this transmission service, and, incidentally, gives a rather graphic picture of the way the grain is moved through the elevator.

There are three drives of 25 horsepower each on the power shovels in the track shed; three 5-horsepower drives on the receiving belts in the work-house basement; six 75-horsepower drives on the work-house leg shafts for receiving and shipping legs; six 40-horsepower drives on work-house leg heads for four cleaning, one flax and one screenings leg; one drive of 15-horsepower on the work-house cupola transfer belt; four 35-horsepower drives on the storage cupola conveyor belts; five 5-horsepower drives, four on cross shipping belts in storage basement and on drier belt in work-house basement; four 20-horsepower drives on shipping conveyor belts in storehouse basement; three 25-horsepower drives on

shipping conveyor belts in warehouse basement. This survey shows how dependent the entire plant is upon the efficiency of the Morse installation. Results have fully justified its selection.

Efficiency in drives is measured by the net horsepower transmitted. Some of the factors which are of consideration in comparing other transmission to Morse service are belt slip and creep, misalignment, and lack of holding power on short centers. The Morse Silent Chain Drive delivers full power no matter what the distance between pulley centers. Every inch engaged by the pulley performs its stipulated service; there is no slip; no creep, but an unfaltering, dependable application of power.

As the season advances and Canada's great crop prospects are realized, this transmission service in the Saskatoon elevator will have another severe test, for the prairie provinces will harvest a crop which will not be far short of the record. At such a time it is a serious matter to have an accident to equipment. Weeks of delay might result, but the elevator equipped with Morse Chain Drives has little fear of such a contingency. That is why the greatest construction engineers recommend their installation.—Advertisement.



THE 3,500,000-BUSHEL CANADIAN GOVERNMENT ELEVATOR AT SASKATOON, SASK.

the prime importance of dependable qualities in this department. It would avail the shippers of Canada nothing if this great house stood empty, surrounded by cars of grain, if the machinery should fail, if conveyors should cease to travel, if elevators should remain idle through failures of the transmission to deliver its prescribed power.

A house built upon the sands is no more unstable, no more subject to critical suspicion than a machinery installation with drives of questionable power and of uncertain dependence. The failure of operation of an important transmission could easily cause the loss of hundreds, perhaps thousands of dollars to the elevator or to those who depended upon its service.

But this hypothetical failure is by no means the

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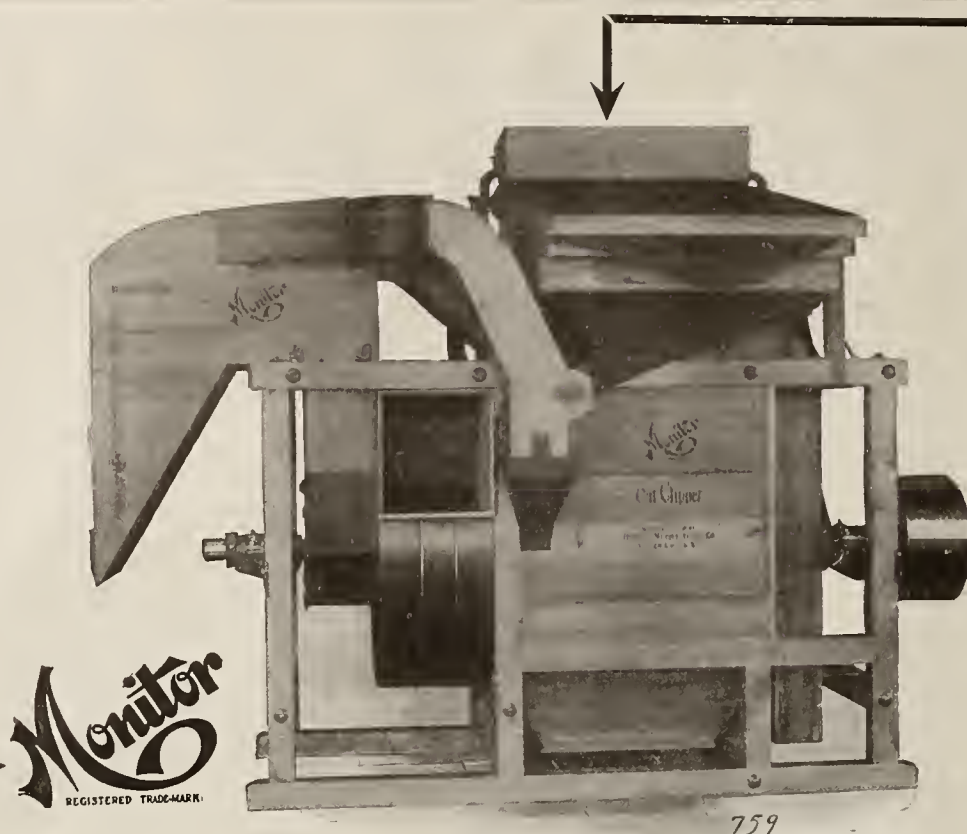
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Yet, even that objection does not exist in the MONITOR. They can be bought as cheaply as any standard machine on the market. This in spite of the generally acknowledged fact of their superiority.

The MONITOR Oat Clipper is a fair sample. Its overwhelming use certifies to its effectiveness. Wherever you find it in use—it's the exception where it is not used—there you find the highest quality of clipped oats done with the least possible shrinkage.

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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

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VOL. XL

CHICAGO, ILLINOIS, AUGUST 15, 1921

NO. 2

Storage for the Increasing Grain Crop of Texas

New Head-house of the E. G. Rall Grain Company's Elevator at Fort Worth, Makes Available a Storage Capacity of 500,000 Bushels for Texas Grain

TEXAS has a prospective grain crop of over 225,000,000 bushels to move this year. Already shippers are complaining of car shortage and the export elevators are filled to capacity with thousands of cars waiting to unload or on the way. Elevator storage in Texas is of interest, therefore, not only to Texans, but to all who ship through the Gulf ports.

Something less than a year ago the E. G. Rall Grain Company of Fort Worth completed its elevator, which augmented the storage resources of the state by a capacity of 500,000 bushels. The elevator was not new in its entirety. Some time previous fire destroyed the original cribbed elevator which served as a working house for the storage tanks that had been added. The fire destroyed the head house completely, and in addition burned the receiving conveyor gallery over the tanks and the covers of the tanks which had been made of frame instead of a more resistant material.

When the contract was given to James Stewart & Co., Inc., of Chicago, for a new head house, tank coverings and conveyor gallery had to be figured upon as well. The tanks were repaired, a new gallery built to replace the one destroyed, and a working house erected to the complete satisfaction of the grain company. Indeed, the new house is claimed to be one of the best in construction and plan and one of the fastest working houses in the state.

There are 18 circular storage tanks, 19 feet inside diameter and 84 feet high, and eight interspace tanks. The total capacity of the tanks is 440,000 bushels. The new working house has 16 bins with a capacity of 56,000 bushels, bringing the total to an even half million bushels.

The head house is 51 feet 6 inches wide, 33 feet long and 169 feet 8 inches high from foundation to roof, with a cupola 7 feet 9 inches high over the central leg. The house is served by two receiv-

ing tracks and one shipping track, both of which are covered. The track shed over the receiving tracks is 34 feet 8 inches wide by 76 feet 6 inches long. There are two receiving pits with power shovels on each track, a car puller, and a shipping spout which can reach cars on either track. The shipping track is covered with a steel canopy and has one shipping spout, so that four cars can be unloaded or two loaded at the same time.

The receiving pits empty in pairs to the two 30-inch conveyor belts which carry the grain to the

likely that it will be made the standard scale installation. The Rall Elevator is the first of which we have knowledge where this installation has been made.

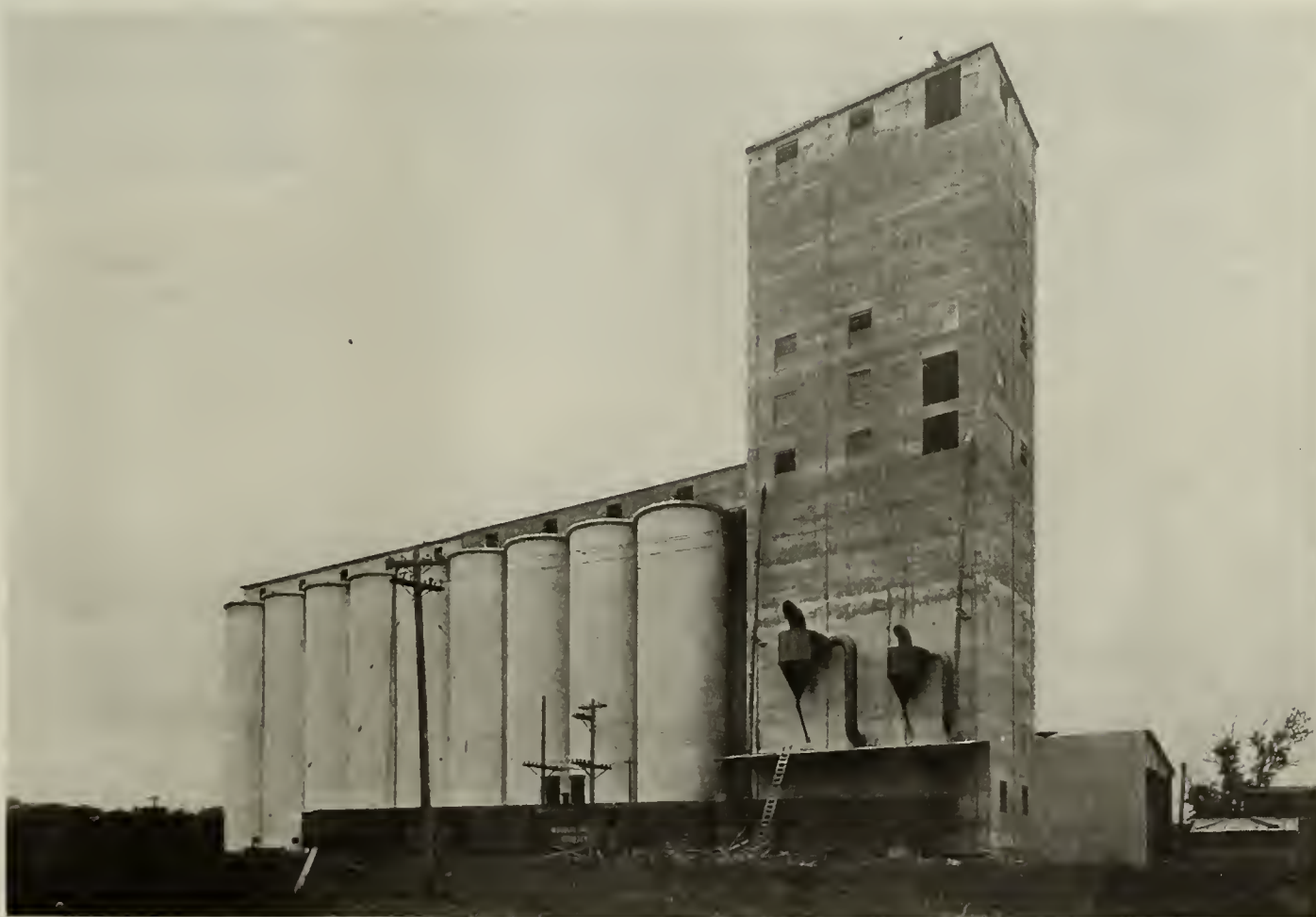
From the scale the grain is distributed to the shipping bins, or is sent over one of the two 30-inch belt conveyors in the gallery over the storage bins, or it may be sent to the No. 15, 6,000-bushel Eureka Cleaner or the 1,500-bushel Eureka Clipper. From storage the grain is brought to the boot of the shipping elevator by a 36-inch belt conveyor.

The plant is operated entirely by electricity. In the basement is a 40-horsepower motor for the car puller; a 15-horsepower motor for each of the power shovels; a 30-horsepower motor on the shipping conveyor and a motor on each of the receiving conveyors. On the working floor there is a 60-horsepower motor for clipper and one of 15 horsepower on the cleaner. The three elevators are on separate shafts connected by chain drives to a 150-horsepower motor. In fact the power transmission throughout the house is by silent chain drive with the exception of the machines on the work floor. The belt convey-

ors in the gallery leading to storage bins require 20 horsepower each.

The elevator has a Humphrey Employees Elevator operating through the entire house to the elevator heads and a spiral staircase in a fireproof shaft. There is a complete electrical signalling system with convenient and efficient control over the whole grain movement through the plant. The handling capacity is about 30,000 bushels per hour, so that in a day 50 cars of incoming grain and 75 cars loaded out will be an average performance.

The grain company has plenty of property so that 20 additional storage tanks can be added on the north side of the head house if necessary. Judging from the way Texas production is grow-



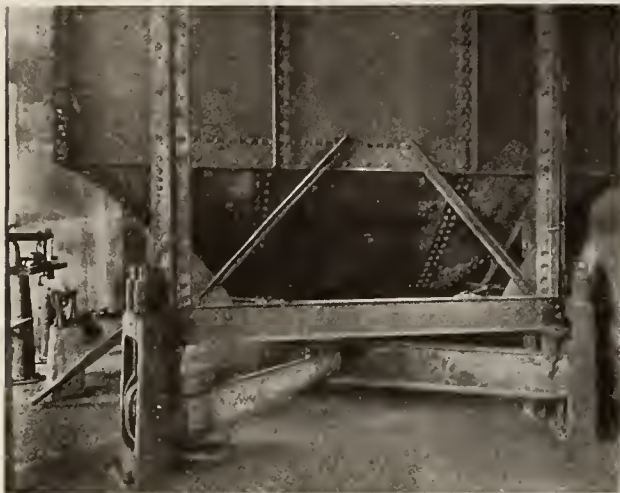
THE E. G. RALL ELEVATOR AT FORT WORTH, TEXAS

elevator boots. There are two receiving legs and one shipping leg, and a shaft has been provided for an additional leg if it is needed in the receiving, shipping or cleaning department.

The grain is carried to the scale, which is installed in a manner to make it one of the distinctive features of the plant. Instead of extending below the scale floor as most of them do, this scale hopper is supported on a heavy steel framework set on a heavy concrete floor; the apex of the hopper, which can be closed, is flush with the floor. A fire on the floor below would not reach the scale and an explosion would have little or no effect on the scale mechanism compared with that on an exposed scale. This plan has made such a strong appeal to underwriters that it is not un-

ing away from present storage facilities, such an addition may be necessary in the near future. The Rall Elevator is of the greatest service when the port elevators become congested, as has already happened this year to the extent of declaring an embargo on Galveston. A half million bushel storage in reserve within easy striking distance and on a direct line to the port from most shipping centers in the Southwest has been a life saver for many shippers, and it is not unlikely that the addition would be needed this year.

But the Fort Worth elevator is not merely a feeder to Galveston and New Orleans. The corn acreage of the country would have been materially reduced this year if it were not for the South which cut its cotton acreage one-third and planted grain instead. A large part of this new grain will move by way of the E. G. Rall Ele-



SCALE INSTALLATION IN THE RALL ELEVATOR

vator, seeking not export, but domestic outlets. The company is to be congratulated on having a property which will most certainly increase in value and service during the coming years.

GRAIN PEST CONTROL

We have with us again the annual crop of grain pests, flies, moths, beetles and mites, which infest grain in storage. R. N. Chapman, entomologist at the University Farm, St. Paul, Minn., says that the problem is largely one of keeping the granaries and elevators clean and not permitting small accumulations of infested grain to remain to infest the new crop. Mr. Chapman, speaking of methods of control, says:

"The methods of combating these pests are about the same for all species. Clean granaries and elevators are more important than anything else. Small amounts of grain left over from one year to another may contain insects which will infest the new crop.

"When the wheat becomes infested the activities of the insects may cause it to heat. When this happens their development is very rapid for a time, due to the high temperature.

"The remedies to be applied when the wheat has become infested are heat and fumigation. For fumigation, carbon disulphide is used at the rate of from five to seven pounds per thousand cubic feet of space. The liquid may be poured over the grain in a tight storage bin. The gas is heavy and penetrates downward. This gas is explosive and should never be used near a light or fire

"A temperature of 120 degrees F. will kill all

stages of insects. When large quantities of grain are being handled one of the commercial grain driers may be used. In small tight storage rooms, one square foot of steam pipe radiation to each 50 cubic feet of space will make it possible to heat the place to 120 degrees F. during the summer weather. This temperature should be maintained for at least 24 hours to permit the heat to penetrate the wheat."

GRAIN GRADES UNDER INVESTIGATION

When Secretary Wallace refused to make changes in the Federal grades for Spring wheat after a hearing on this subject last April, he stated that his action was based on the fact that not enough evidence had been presented to justify such changes. At that time he said that the criticism of the present grades warranted a thoroughgoing investigation, especially as to their practical application at country buying points. He said that such an investigation would be made during the coming wheat-marketing season, and that if changes were justified they would be made well in advance of the marketing season next year.

This matter has had the attention of the Department and several conferences have been held with a view to developing plans for making the study as soon as the new wheat crop begins to move to market. At a conference of officials of the Department, members of Congress, and others in the Secretary's office, July 11, it was agreed that the Department should send a practical miller and a practical economist, with experienced assistants, to co-operate with others in studying the problems connected with grading, especially in the Northwest.

A grain specialist will study the grades to see how they can be made to indicate the milling value, both in respect to quality and quantity of flour and the cost of producing flour from different grades. Dockage will also be studied. An economist will investigate the applicability of the grades at the local elevator and follow the wheat through the several transactions and processes to the mill. Practical men will be called in at all stages of the investigation. These studies will be made with a view to showing how the grades can be so arranged as to reflect the milling values to the grower.

Among those who have attended the conferences were Secretary Wallace, Assistant Secretary Ball, Dr. H. C. Taylor, L. M. Estabrook, Dr. W. A. Taylor, C. R. Ball, H. J. Besley, Prof. John Lee Coulter of the West Virginia Experiment Station and formerly of Minnesota, Senators Ladd, Jones and Kellogg, and Representatives Haugen, Anderson, McLaughlin, Tincher, Steenerson, Ten Eyck, Jones, Clague, and Sinclair.

CANADIAN WHEAT EXPORTS

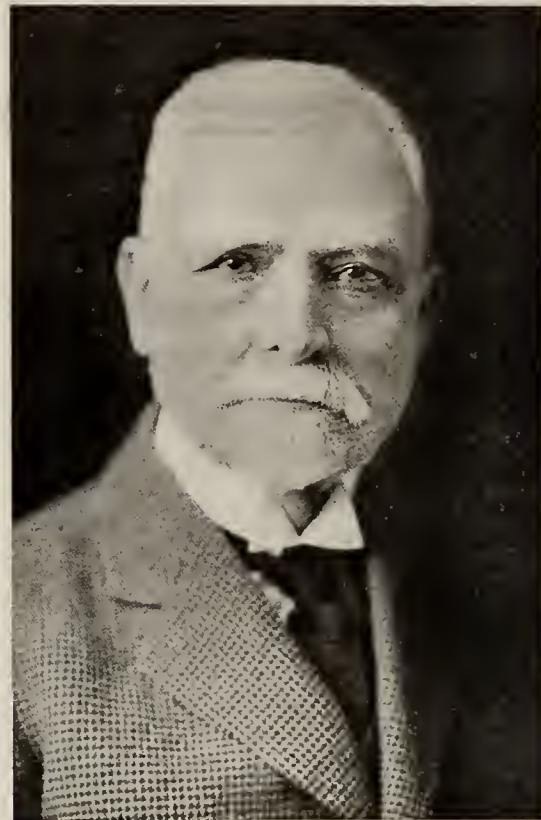
During the last crop year ending June 30, 1921, Canada exported a total of 128,552,625 bushels of wheat. The United States was the chief buyer with 48,209,196 bushels. United Kingdom was a poor second with 31,905,545 bushels; while the next in order were: Italy, 18,268,070; Belgium, 10,211,483; Netherlands, 7,337,709; France, 4,842,851; Germany, 2,197,824; Greece, 1,505,310; Spain,

1,460,773; other countries amounts less than 1,000,000 bushels each. The heaviest shipments were made in December, with November and October coming next in order.

Canada's record wheat export year was in 1915-16 when 253,597,502 bushels were sent abroad. In 1916-17 there were 134,024,369 bushels exported. And last year marked the third largest year.

ONE OF CANADA'S GRAIN LEADERS

David Horn, president of the Fort Williams Elevator Company, Winnipeg, has had a varied and eventful career. He was born in Glasgow, Scotland, in 1849 and went to Canada when he was



DAVID HORN

only 17 years old, where for 10 years he was with A. & S. Nairn, railway fuel contractors and millers of Toronto. Here he became interested in grain and the conversion of it into flour.

In 1881 he was in the milling business at Hanover, Ont., and the following year went with Trail, Moulson & Clark, grain dealers, with whom he was associated for three years, when he succeeded Captain Clark as grain inspector. From this post he was promoted to the position of chief inspector for the Dominion of Canada which he filled from 1889 to 1910.

In the latter year he established his present grain business, which his broad experience and natural ability have made a conspicuous success. During the years, however, he had served with the 90th Regiment throughout the Reil Rebellion and was decorated with medal and clasp.

Mr. Horn is married and has one daughter. He is a good sportsman and is a member of many clubs, but his real recreation is the grain business and his favorite summer resort the Winnipeg Grain Exchange.

OFFICIAL announcement has been made that black rust is prevalent in southern Saskatchewan and will cut down the yield materially. When

DISTRIBUTION OF THE WHEAT CROP OF THE UNITED STATES FOR FOURTEEN YEARS

Harvest Year, Ending June 30	Population, United States	TOTAL SUPPLIES				TOTAL DISTRIBUTION					
		Supply on hand at opening of harvest year.				On hand at close of harvest year.					
		Crop Harvested, Bushels	In Farmers' Hands, Bushels	In Second Hands, Bushels	Total Supply, Bushels	Seeding, Bushels	In Farmers' Hands, Bushels	In Second Hands, Bushels	Exports for Year, Bushels	Remaining for Consumption, Bushels	Consumption, Per Capita, Bushels
1907-8.....	88,380,000	634,000,000	55,000,000	80,000,000	769,000,000	68,000,000	34,000,000	35,000,000	163,000,000	468,000,000	5.29
1908-9.....	90,150,000	665,000,000	34,000,000	35,000,000	734,000,000	68,000,000	15,000,000	28,000,000	115,000,000	508,000,000	5.62
1909-10.....	91,973,000	683,000,000	15,000,000	28,000,000	726,000,000	74,000,000	36,000,000	49,000,000	88,000,000	479,000,000	5.21
1910-11.....	93,800,000	635,000,000	36,000,000	49,000,000	720,000,000	77,000,000	34,000,000	58,000,000	69,000,000	482,000,000	5.14
1911-12.....	95,000,000	621,000,000	34,000,000	58,000,000	713,000,000	72,000,000	24,000,000	54,000,000	80,000,000	483,000,000	5.05
1912-13.....	97,400,000	720,000,000	24,000,000	54,000,000	808,000,000	71,000,000	35,000,000	55,000,000	143,000,000	504,000,000	5.17
1913-14.....	99,300,000	763,000,000	35,000,000	55,000,000	853,000,000	82,000,000	32,000,000	44,000,000	146,000,000	549,000,000	5.52
1914-15.....	100,500,000	891,000,000	32,000,000	44,000,000	967,000,000	86,000,000	29,000,000	26,000,000	333,000,000	493,000,000	4.90
1915-16.....	102,800,000	1,075,000,000	29,000,000	26,000,000	1,080,000,000	84,000,000	74,000,000	89,000,000	243,000,000	590,000,000	5.74
1916-17.....	104,000,000	626,000,000	74,000,000	89,000,000	824,000,000	80,000,000	16,000,000	32,000,000	204,000,000	492,000,000	4.73
1917-18.....	105,000,000	627,000,000	16,000,000	32,000,000	708,000,000	95,000,000	8,000,000	20,000,000	133,000,000	452,000,000	4.30
1918-19.....	106,000,000	921,000,000	8,000,000	9,000,000	949,000,000	100,000,000	20,000,000	34,000,000	288,000,000	507,000,000	4.78
1919-20.....	106,000,000	934,000,000	20,000,000	34,000,000	990,000,000	90,000,000	48,000,000	103,000,000	220,000,000	532,000,000	5.00
1920-21.....	106,000,000	787,000,000	48,000,000	103,000,000	998,000,000	90,000,000	54,000,000	25,000,000	365,000,000	464,000,000	4.38

Note—Imports included in the supply for the past four years—this year 60,000,000 bushels.

private investigations first observed this condition it was officially denied, but now it seems certain that Canada's prospects are drastically reduced.

OCEAN RATES REFLECT GRAIN PRICES

Ocean rates on wheat and cotton moving from North Atlantic ports of the United States to the United Kingdom were approximately 50 per cent lower on July 1, 1921, than on November 1, 1920, according to a statement compiled from data received by the United States Department of Agriculture from the United States Shipping Board. This decline corresponds substantially to the price declines of those commodities during the same period, so that the ratio between the freight rates and prices remains relatively the same.

On November 1, 1920, No. 2 Red wheat was quoted in New York at \$2.34¼ a bushel, and the ocean freight rate was 40 cents per 100 pounds, or at the rate of 24 cents a bushel, which represented 10.2 per cent of the value of the wheat. On July 1, 1921, with No. 2 Red wheat selling at \$1.47½ a bushel, the freight rate was 21 cents per 100 pounds—12.6 cents per bushel—or 8.5 per cent of the value of a bushel of wheat. Both the price of wheat and the freight rate may be said to represent a fair average for June.

While the cost of ocean transportation is an essential factor in the marketing of agricultural products in foreign countries, it is by no means as important a factor as is the cost of rail transportation to the seaboard.

For example, the export lake and rail freight rate on wheat from Duluth to New York is 28.8 cents per bushel, while the ocean freight rate from New York to Liverpool is 12.6 cents per bushel, making a combined rate of 41.4 cents per bushel, of which the lake and rail freight costs represent 69.6 per cent.

The export rail rate from Kansas City to Galveston is 27 cents a bushel, and the ocean freight from Galveston to the United Kingdom is 15 cents a bushel, a total of 42 cents a bushel, of which the cost of the inland rail haul represents 64.3 per cent.

In this connection it is interesting to compare these rates with the rail and ocean freight rates to the United Kingdom from the wheat-producing centers of Argentina, where the rate for transporting 1,000 kilograms (2,204.6 pounds) of wheat a distance of 500 kilometers (310.6 miles) is \$15.44 Argentine paper, or 12.2 cents a bushel, calculated on the basis of the prevailing rate of exchange. The average rail haul in Argentina is 435 kilometers (261 miles). Argentine growers thus have an apparent advantage of about 14 cents a bushel over the interior sections of the United States in the cost of transporting their wheat to the seaboard. This advantage, however, is partly offset by increased ocean freight rates from Argentina to the United Kingdom, which at the present time are around 23 cents a bushel, making a combined rail and ocean rate of 35.2 cents a bushel for Argentine wheat.

GRAIN SHIPMENTS TO BRAZIL

Much importance is attached, in Texas shipping circles, to the booking that has just been made of two cargoes of wheat for ports in Brazil. The commitment was made at \$5.25 a long ton. These shipments are regarded here as the possible beginning of a regular steamship service with the east coast ports of South America, which also would be the means of directing to Galveston some of the coffee traffic that now is solely the property of New Orleans. It was stated that, could a grain business be built up with Brazil, it would be possible to quote rates in both directions that would make possible the development of the grain business through comparatively low rates and would put steamship men in a position to offer coffee importers attractive rates for the northbound cargo for discharge at this port.

One of the handicaps in the way of establishing

this South American service from Texas always has been the difficulty of obtaining ample southbound cargoes, as most of the commodities exported by the United States to Brazil are such as normally move from North Atlantic ports, it is explained. However, there is some business in sight here, and, with the possible building up of a sizeable wheat trade, there would be a real chance to make such a line out of Galveston a profitable one, according to shippers.

CLEANLINESS PREVENTED THE DESTRUCTION OF THIS ELEVATOR BY A DUST EXPLOSION

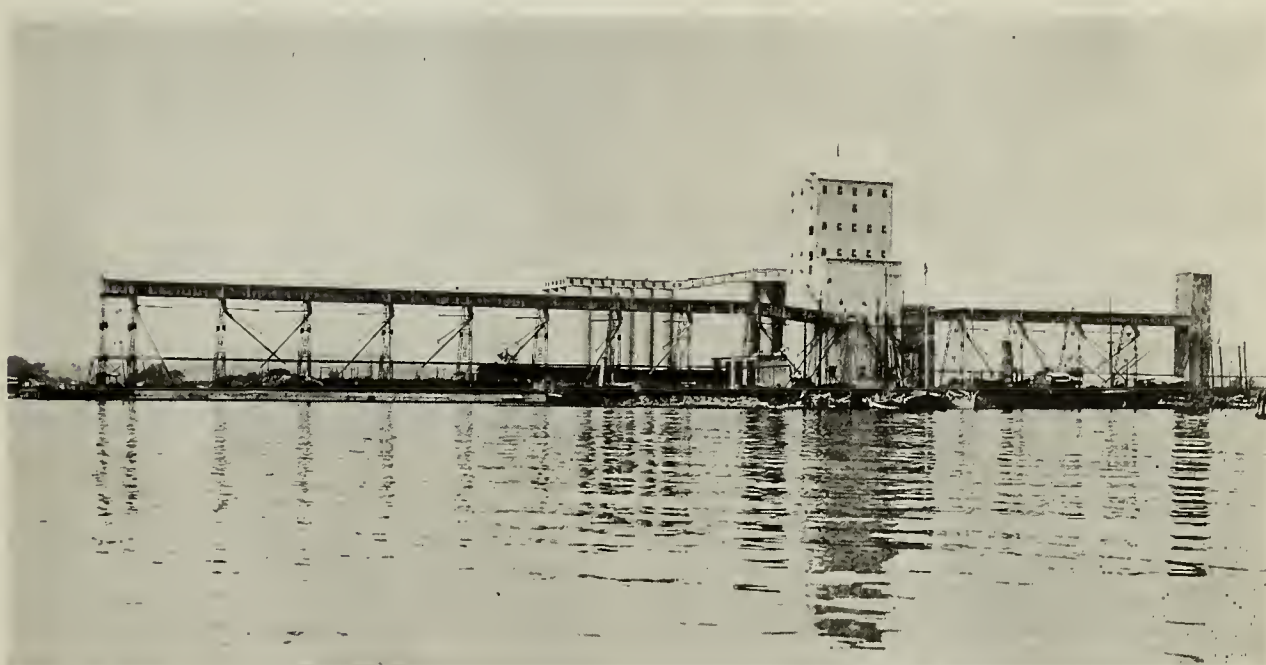
BY HYLTON R. BROWN*

Shortly after two o'clock on the afternoon of July 5, 1921, a dust explosion occurred at the Western Maryland R. R. Elevator at Port Covington, Baltimore, Maryland. Three men were burned but not seriously injured and the plant did not have to cease operations. Inspections made at this elevator during the operation of the United States Grain Corporation showed that it was one of the cleanest and best maintained elevators in the eastern section of the country. Investigations conducted after the explosion indicate that the extent of the

prevented the building up of enough pressure to cause any extensive damage. The flames propagated only a few yards into the storage section and then, according to eye witnesses, died out instantly. The flames also entered one of the shipping bins through an open spout and scorched a small amount of dust clinging to the side walls, but again it was impossible to create enough pressure to cause any serious damage.

The bin in which the explosion occurred was ruptured its entire length of about 60 feet and a section of the floor immediately above it was destroyed. Windows in the elevator were broken, some spouting damaged, and the building slightly jarred, but a few thousand dollars will probably cover the entire loss. The machinery in the plant, with the exception of the passenger elevator, was not damaged and the elevator was able to continue in operation after the explosion and load a grain boat before night.

Attention is called to this explosion for several reasons. The explosion may have been due to foreign material in the grain striking sparks when it came in contact with the spout or the side of the bin, or it may have been due to static electricity caused by the friction of the grain in the spout, but even if the exact cause of the explosion is



WESTERN MARYLAND ELEVATOR AT PORT COVINGTON, BALTIMORE, MD.

explosion was limited because of the lack of dust in suspension in the air and the absence of dust accumulations about the elevator.

Up to the present time it has been impossible to determine definitely the cause of this explosion, but the point at which it occurred is quite evident. A quantity of corn in bin No. 22 of the work house was being turned over for inspection and since there was only a small quantity in the bin it was elevated and held in the garner and scales until the bin had been emptied. Evidently the inspection showed that the grain was in good condition and it was decided to run it back into the bin from which it had been drawn.

Probably a thousand bushels had been run into the bin when the explosion occurred. The concrete floor over the bin and a small section around it was lifted and this permitted the flames to enter the passenger elevator shaft and propagate both up and down. The walls of the shaft, which were constructed of light hollow tile, were quickly demolished and this allowed the flames to reach the various floors of the plant. However, due to the clean condition of the elevator the flames could not propagate and quickly died out.

On the bin floor of the elevator the flames escaping from the bin in which the original ignition occurred spread over practically the entire floor and through the galleries to the storage section of the plant. In one gallery several pieces of corrugated iron sheathing lightly attached to the steel framework were blown off, but the absence of dust

never determined this incident shows once again that a clean elevator is the best protection against dust explosions known at this time. The fact that all the bins in the house were covered prevented the flames from reaching parts of the plant where dust may have been in suspension. The way in which the light construction of the galleries and the elevator shaft gave way before the explosion and thus prevented the building up of excessive pressures in the plant, indicates that this type of construction should be used at various points throughout an elevator or factory where explosive dusts are present.

About a year ago an explosion in a Buffalo elevator failed to damage the plant because the lack of dust prevented the propagation of the flames and the building up of pressure. This elevator has a capacity of over 4,000,000 bushels. The Western Maryland elevator has a capacity of over 2,000,000 bushels. If it is possible to keep houses of this size clean enough to prevent serious damage when an explosion occurs, as has been shown in these two cases, surely the managers of these elevators will endeavor to keep their plants in this clean condition at all times and the owners and operators of other elevators will profit from the experiences of others and protect themselves against loss by preventing the formation of large dust clouds or dust accumulations in their elevators.

THE Australian wheat crop recently harvested is estimated at 130,000,000 bushels, which agrees with preliminary estimates. This is the third largest crop ever harvested in the Commonwealth. In 1916 the yield was 179,065,702 bushels, and in 1917 it was 152,420,185 bushels.

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Grain Situation in the Southeast

The Slump in Cotton has turned many Southern Farmers to Grain Raising—
The Features of a Country Elevator Plant in the South

By CHAUNCEY SMITH

THE principal obstacle to the development of an adequate elevator system in the South is inertia. The Southerner doesn't know the game. The farmer everywhere is a conservative animal, who has to be shown, and sometimes he has to be shown with a club. That, between the drop in cotton prices and the activity of the boll weevil, the southern farmer is now being shown things with a club there is no possible manner of doubt.

The wheat grower of the Northwest has seen his product fall from \$2.60 to \$1.30 per bushel, a decline of 50 per cent, but the cotton grower of the South has seen his product fall from nearly 45 to 11 cents a pound, a decline of 75 per cent. During the early part of this terrific drop in the price of his chief product he was buoyed up by the assurances of the farm organization leaders that the decline was unwarranted by conditions and that prices would shortly recover.

But it finally appeared that there was from the previous crop the largest carry-over in history, so that the prospect of any substantial recovery is anything but bright. Also, the cost of last year's crop of cotton was unquestionably much the highest on record. Some authorities have placed it at over 50 cents per pound. While this is certainly exaggerated, some of the cotton produced undoubtedly did cost that and more, while a fair average for the entire crop would be perhaps 30 cents. With cotton selling at 11 cents the position of the farmer, who produced practically nothing but cotton, is easily seen to be a very serious one.

Under these circumstances there developed in the South a movement for reduction in cotton acreage more formidable than any of its predecessors. Campaigns to reduce cotton acreage have been carried on since time immemorial, generally with the result not of a decrease but of an increase in the acreage because each farmer, believing that every other farmer would cut his acreage, the size of the crop be thereby reduced, and the price go up, took the opportunity to slip in a few extra acres for himself, so that he might secure the benefit of the high prices that were coming from the reduction by the other farmers; with the result of a substantial increase in the total acreage.

This year, however, the cotton producers realized that something had really got to be done; that with the reduced consumption and enormous carry-over from the last crop, cotton was very likely to be a losing proposition this year, and as a result there has been a cut in acreage approximating 30 per cent and the certainty of the smallest production by far of any year in the past two decades.

Under these conditions the farmer has necessarily turned his attention to the production of crops other than cotton and this year the grain acreage in the South has been substantially increased. The South has never produced enough grain for its own consumption and consequently the amount of grain sold to other sections has been negligible.

One reason for this has been that a satisfactory marketing system for grain has only in recent years been started. As told in an article appearing in the AMERICAN ELEVATOR AND GRAIN TRADE two years ago, a beginning has been made of an elevator system in the South, but the growth of this system has been much handicapped in the past two years by the high cotton prices prevailing. With an adequate marketing system for cotton, the farmer trained to grow cotton and not much else, and prices higher than he had ever dreamed of seeing, the Southern farmer naturally grew as much cotton as he could in order to take advantage of the situation with the inevitable result that his attention was diverted from growing or providing a marketing system for other products.

This condition has had an unfortunate effect on

some of the elevators built during the past few years, the farmers upon whom they depended having failed to plant the grain acreage expected and promised, with the result that in some cases elevators which handled a substantial and satisfactory amount of grain during their first year or two's experience found almost no grain coming to them during the past year or two. The farmers had simply dropped grain and again taken up cotton. Under present conditions this movement will undoubtedly be reversed and the farmer dropping cotton will go back to grain or try it as a new experiment so that the elevators may expect to recover the ground recently lost.

That the South is making progress in grain growing is shown by the following table of production for the years 1913 and 1920 for the 10 cotton growing states, viz: The Carolinas, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Oklahoma and Arkansas:

	1913	1920	Inc.	Per cent
Corn, bu.	648,127,000	762,170,000	114,043,000	17.6
Oats, bu.	96,337,000	146,994,000	50,657,000	52.6
Wheat, bu. ..	51,009,000	80,484,000	29,475,000	57.8
Rye, bu.	935,000	2,273,000	1,338,000	143.

For the State of Georgia production for each year 1916-1921 is shown in the following table:

	Corn	Oats	Wheat
1916	62,000,000	16,770,000	3,808,000
1917	72,000,000	8,800,000	2,074,000
1918	68,000,000	11,000,000	2,856,000
1919	69,000,000	10,000,000	2,520,000
1920	76,000,000	11,550,000	2,110,000
1921 (est'd.)	79,031,000	13,234,000	2,437,000

The relation between a low price of cotton and increase in grain production is shown by the figures for 1921.

While the growth of the elevator system in the past two years has been somewhat slow, it has nevertheless progressed. Elevators have been built at Walterboro, S. C., Dublin and Blackshear, Ga., and are under contract at Waynesboro and Lyons, Ga.

Some interesting developments have taken place in the way of demonstrations of the ability of the elevators to handle economically other crops than grain. For instance, it has been demonstrated that cotton seed can be handled at about half the cost of the usual methods of handling, the cotton seed being put through the elevator in the same way that grain is. This is rather surprising to anyone familiar with cotton seed as handled in bulk, because it does not run like grain on account of the small residue of lint that adheres to the seed after it has gone through the gin. Experiment has shown, however, that it has enough freedom of motion to enable it to be handled by the elevator machinery and put into and taken out of cars and storage bins by it.

Peanuts, which are becoming a very substantial and well established crop in various parts of the South, can be handled by elevator machinery as easily as grain and far more economically than by ordinary methods. Elevators have made substantial profits by handling the peanut from the wagons into cars for shipment and this has developed into an established practice.

Just as in the Northwest the country elevator is an accessory in the general handling of crops, it is developing along the same line in the South. The elevators recently put up are only one of several features of a plant designed to handle agricultural products. The principal crops taken care of are sweet potatoes, cotton seed, peanuts and corn. The complete plant, therefore, has a grain elevator, a potato curing and storage house, an oil mill, a peanut factory, a grist mill and perhaps a velvet bean mill.

The elevator provides storage and handling facilities for most of these crops which after being unloaded and stored as required are conveyed to the oil mills and to the peanut factory, which is

simply an equipment for shelling, cleaning, sorting and bagging peanuts used for confectionery and eating purposes instead of for oil. A small feeding yard for stock to utilize the refuse from the crops handled has been found profitable, while a grist mill enables local demand for corn and perhaps flour to be supplied.

A feature in southern agriculture, the wealth producing character of which has never been utilized, is the opportunity for the production of two crops a year on the same land. This is now being done to a limited extent. The opportunity lies especially in the production of oats, which planted in the fall, can be harvested in the spring in ample time to leave the ground ready for a crop of corn to be followed by another crop of oats in the fall, thus keeping the ground in use substantially the whole 12 months.

In the neighborhood of Greenwood, Fla., one farmer planted a substantial oat acreage a year and a half ago and in collaboration with the grain elevator at that point arranged for the farmers to take the bulk of the crop for seed. The result has been the planting last fall of some 1,500 acres of oats immediately around Greenwood which have now been harvested and the ground been planted in other crops. These need by no means be grain crops as the legumes are becoming more and more established in the South as their value as food and soil builders is becoming appreciated. The cow pea and velvet bean in their several varieties are becoming more and more cultivated and make a splendid crop to be put in rotation with grain crops.

Altogether, it may be said that the agricultural prospects of the South, while temporarily suffering from the prevailing depression and particularly the decline in the price of cotton, are in the long run going to be benefited by it and a low price for cotton for several years would in the long run be the most beneficial occurrence that could happen the South as it would undoubtedly affect a complete change in the system of agriculture which has long been recognized as inefficient and unsatisfactory, but which has been so deeply ingrained in custom and conditions that a change from it can be effected only with difficulty.

ADVERTISING FOR GRAIN STORAGE

The Kentucky Public Elevator Company, Louisville, has the capacity for large storage of grain. For two years past business has been dull. Freight rates at times have been against the company, especially during the period when intrastate rates in Indiana were so low that grain could not move into Louisville from Indiana, or from Indiana to Louisville, freely. Crop conditions and a few other things have been against the company since it suffered a bad fire loss a few years ago, and was out of commission for a year or two. During that period it lost a good deal of business, some of which has been slow in getting re-established.

After re-opening things were a bit slow. The company decided to do a bit of direct advertising. It had about 50 copies made of a photo of the elevator, had these framed, and at a cost of about \$1 per picture, sent them to country elevators and grain shippers in Kentucky and Indiana, picking out merely a few of the larger shippers.

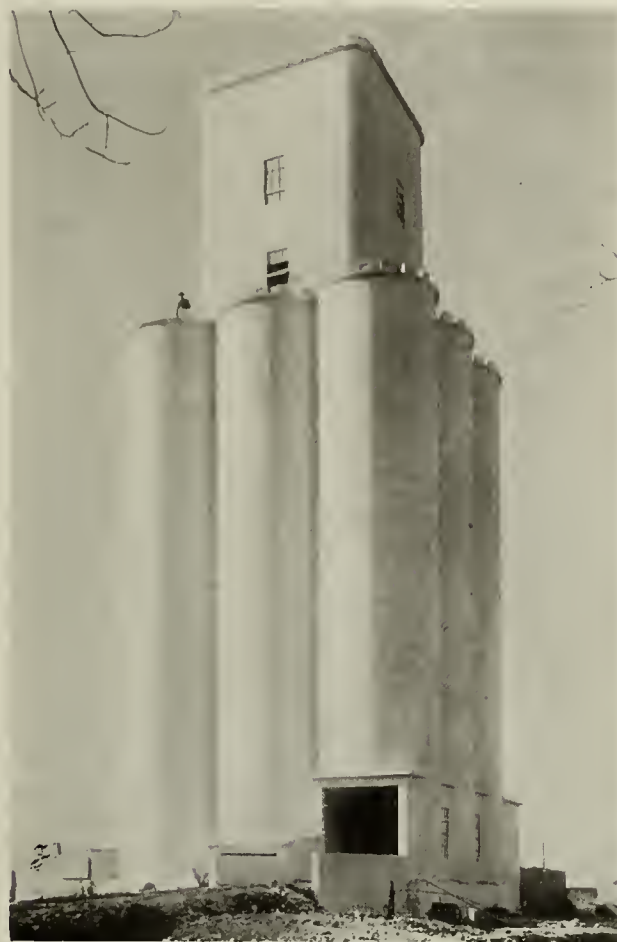
This year the company has had several hundred posters or cards made in which it outlines what it has to offer in the way of storage service. These are being sent out to bankers, farmers, country mill and elevator men, and grain dealers, in other words the men who ship grain.

Of course, the one outstanding feature of storage in the larger markets, one like Louisville, is that it is always possible to secure cars for quick shipment on an ascending market, whereas if grain is held on storage at a small town elevator, or on the farm, the shipper may be unable to secure a car for 10 days or two weeks when he is ready to sell, and by the time he can secure the car, the market has slumped down below a favorable level.

In order to make their service more attractive,

AN INTERESTING ELEVATOR DESIGN

The cribbed elevator of the Farmers Grain Company at Beason, Ill., burned to the ground in 1918 with about 10,000 bushels of grain. The loss was severe, but the company, which also operates a house at Skelton a few miles away, showed a commendable spirit of enterprise by immediately



PLANT OF FARMERS GRAIN COMPANY, BEASON, ILL.

making plans to build a new house to replace the one destroyed. To be sure there was not much risk involved, for Logan County always has and always will raise plenty of grain to keep its elevator capacity fully occupied. Holbrook, Warren & Andrew of Decatur designed a new house and

the company assists the shipper to make a sale by receiving bids, which are submitted to the owner. It also advances freight charges. All the owner has to do is to ship the car direct to the company and advise it of the number of the car and to whom the different lots belong. The company guarantees to keep grain in good condition, drying and cleaning when necessary. The poster, on which all these points are brought out, also reminds shippers that its warehouse receipts are acceptable collateral with banks.

The closing statement of the poster, a powerful argument in these days of tight money, is "Storage charges in an elevator are less than ratage and waste in a barn."

REDUCED RATES ON GRAIN

In a conference at Chicago on August 4, 24 carriers serving Central Freight Association territory, agreed upon a reduction of 7½ cents per 100 pounds on grain, grain products and grain by-products moving to Atlantic Seaboard for export, and 4½ cents on domestic shipments. The new tariffs will go at once to the Interstate Commerce Commission for approval, in which case they will be effective on 10 days' notice; otherwise they cannot become operative for 30 days. The reduced rates will expire December 31, 1921.

The Central Freight Association territory includes points located on and north of the Ohio River, on the east of the Mississippi River, south of the Illinois-Wisconsin state line, east of Lake Michigan, south of the Great Lakes, and west of Buffalo and Pittsburgh.

These reductions are subject to the understanding that relative reductions will be made in the domestic rates on like traffic from territory east of the Indiana-Illinois state line to the same eastern destinations and to a further conference between representatives of the Central Freight Association and the Trunk Line Association and New England Freight Association in connection with the domestic rates applicable east of Buffalo, Erie, etc., to the same territory. The presumption is that there will be no reduction in the domestic rates east of the lake ports named.

The present and proposed rates between Chicago and the Atlantic Ports designated, and from St. Louis are as follows:

CHICAGO to	GRAIN		GRAIN PRODUCTS Except Flour		FLOUR		GRAIN BY-PRODUCTS	
	Present Re-shipping Rate	Proposed Rate	Present Re-shipping Rate	Proposed Rate	Present Re-shipping Rate	Proposed Rate	Present Export Rate	Proposed Rate
EXPORT								
Boston	\$0.30	\$0.22½	\$0.32	\$0.24½	\$0.31	\$0.23½	\$0.34	\$0.26½
New York	.30	.22½	.32	.24½	.31	.23½	.34	.26½
Philadelphia	.29	.21½	.30	.22½	.30	.22½	.32	.24½
Baltimore	.28½	.21	.29	.21½	.38	.31½	.31	.23½
Norfolk	.28½	.21	.29	.21½	.38	.31½	.31	.23½
Newport News	.28½	.21	.29	.21½	.38	.31½	.31	.23½
ST. LOUIS to								
Boston	.34	.26½	.36	.28½	.35	.27½	.39	.31½
New York	.34	.26½	.36	.28½	.35	.27½	.39	.31½
Philadelphia	.33	.25½	.34	.26½	.34	.26½	.37	.29½
Baltimore	.32½	.25	.33	.25½	.33	.25½	.36	.28½
Norfolk	.32½	.25	.33	.25½	.33	.25½	.36	.28½
Newport News	.32½	.25	.33	.25½	.33	.25½	.36	.28½
CHICAGO to								
DOMESTIC								
Boston	.36½	.32	.37	.32½			.39	.34½
New York	.34½	.30	.35	.30½			.37	.32½
Philadelphia	.32½	.28	.33	.28½			.35	.30½
Baltimore	.31½	.27	.32	.27½			.34	.29½
Norfolk	.31½	.27	.32	.27½			.39	.29½
Newport News	.31½	.27	.32	.27½			.34	.29½
ST. LOUIS to								
Boston	.41½	.37	.42	.37½			.44	.39½
New York	.39½	.35	.40	.35½			.42	.37½
Philadelphia	.37½	.33	.38	.32½			.40	.35½
Baltimore	.36½	.32	.37	.32½			.39	.34½
Norfolk	.36½	.32	.37	.32½			.39	.34½
Newport News	.36½	.32	.37	.32½			.39	.34½

THE new law dealing with the German cereal trade came in force on June 21, 1921. Until that date the whole German crop was commandeered by the Government the moment it was cut, but in the new law a quantity of only 2,500,000 tons is to be delivered to the Government. This means that taking an average crop yield of the last 15 years one-eighth to one-sixteenth of last year's crop is to be delivered. The farmers have to deliver their allotted quantities at fixed prices to a Communal Association, the remaining quantities being free except for distillation or fodder.

supervised the construction which was done by L. N. Cope & Son of Decatur.

The new plant is of reinforced concrete construction with a capacity of 65,000 bushels. It is made so thoroughly fireproof that there is no danger of a repetition of the disaster which caused such a loss on the old plant. It is built on the right of way of the Havana Division of the Illinois Central, with a track on one side and the driveway on the other. The house is 39 feet square with nine circular bins 70 feet high and three smaller bins. The total capacity is 65,000

bushels. The cupola extends high above the bins.

The driveway extends under the three bins farthest away from the railroad, and has two wagon dumps, one for small grains and the other for cob corn. The small grain dump hoppers direct to elevator boot, while the ear corn has a drag. The small grain elevator has 11x6-inch buckets; the ear corn elevator has 18x7-inch buckets. The elevators have steel boots and heads and steel trunking up to the deflector pulleys. A 10-bushel automatic scale weighs the grain and a distributing system sends it to the proper bins. For getting about the house there is a manlift, a steel ladder and a steel spiral stairway from workroom floor to cupola.

The other equipment in the elevator consists of a B. S. Constant Gyrating Cleaner of 1,600 to 2,000 bushels capacity and a 1,200 to 1,500-bushel B. S. Constant Corn Sheller.

The power to operate the house is developed by two Fairbanks-Morse Type "Y" Engines, one of 20 and the other of 25 horsepower. One engine is belted and the other transmits its power by silent chain drive. They connect with a jack shaft which is connected with the shaft in the cupola by a rope drive. Either engine can be run separately or both together, which arrangement makes possible a considerable power saving at times.

The plant has already proved a success and the business in prospect insures another big year on the new crop.

EASTERN ROADS CUT GRAIN RATES

Reduction of 5 cents a hundred pounds in the export rate on wheat, corn and rye from Buffalo, Erie and Fairport to eastern export points and a cut of 3 cents a hundred in export rates on barley and oats were announced by R. N. Collyer, vice chairman of the Eastern Traffic Executive Committee, following a protracted conference of eastern traffic executives.

The reduction in wheat, corn and rye rates amounts to about 25 per cent, it was pointed out. The present export rates from lake points to New York are: Wheat, 20.17 cents per 100 pounds; corn and rye, 19.79 cents; oats, 19.63 cents, and barley, 20.08 cents per 100 pounds. It is understood that the railroads will preserve the usual port differentials.

In announcing the reduction, eastern traffic executives took occasion to point out that the cuts now being made in grain export rates are not justified on the basis of the cost of transportation service. This year's export grain movement under existing rates is said to have exceeded the export movement during the past three years. It is admitted here that the reductions have been made because of demand from grain shippers for concessions in rates.

OUR SOUTHERN GATEWAY

Our exports through the Gulf last year were of record value, and since the beginning of the new crop shipments it looks as if there would be a repetition this year.

For the year ending June 30, there were exported through the port of Galveston 76,738,417 bushels of grain. This was divided as follows: Wheat, 74,919,786; corn, 119,035; barley, 344,544; rye, 1,326,651; Milo and Kaffir, 28,401 bushels. While most of the shipments went to Europe, considerable quantities were sent to South America and Africa.

New Orleans had an even better record with a total of 87,000,000 bushels. Of these exports 72,000,000 bushels were wheat; 7,651,369, corn; 5,054,656, barley; 1,081,127, rye; and 775,480 bushels of oats.

OUR consul at Lisbon reports that Portugal will need about 200,000 tons of imported wheat this year. In order to keep the price of bread down below the revolution point the Government has made regulations controlling the sale and distribution of flour and bread.

Educational Committee at Work

The Purposes of the Educational Campaign of the Grain Dealers National Association, Explained by Chairman R. I. Mansfield

THE Committee on Education appointed by President B. E. Clement of the Grain Dealers National Association after the mass meeting at Cincinnati last month has put in a busy time. The result of its work is difficult to check up immediately, but the next few months will undoubtedly tell an eloquent tale of accomplishment. As outlined by Chairman R. I. Mansfield of Chicago, the objects of the committee's work are:

1. To educate the public in the simple and recognized principles of economics in their relation to business as it is conducted today.

2. To check at their inception all radical schemes which ignore these principles and depend on discontent and ignorance, and the promises of men who are orators and propagandists but not men of practical experience and real responsibility.

3. We hold that where such schemes for their success depend upon the elimination of a rival by class legislation the impracticability of such schemes is self-evident, and we pledge our efforts to combat such legislation wherever it is proposed or whatever business it affects. Examples of such legislation are to be found in the Lantz bills which were defeated at Springfield, Illinois. These bills attempted to eliminate the Chicago Board of Trade in order that a so-called co-operative organization might have no rival for marketing grain.

4. The immediate business of the Committee's organization consists in combating the greatest movement ever started in this country to pool the farmers' grain. The reasons for opposing it are (1) that the scheme is essentially, though differing in detail, that which brought ruin to the state of North Dakota, which bankrupted the business of its citizens, closed its banks in large numbers and imposed a burden on its farmers much greater than the blight put on its crops by nature. (2) The pooling scheme as every practical business man knows, is monopolistic in its tendencies, and as such, is antagonistic to the true spirit of Americanism. It ignores the unalterable principles of the law of supply and demand. It is opposed at this time, not because it could ever be successful, even if not combated, but because in the period between its incubation and its assured failure, it would cost the American farmer and the American business man untold millions. It is always best to treat a disease the moment that the first symptom appears. That grain interests as at present established will suffer goes without saying; allied lines of business also will suffer.

5. In our campaign against the pooling scheme we will use paid advertisements in newspapers and farm journals, letters direct to those at interest, pamphlets diagnosing the situation in full, posters and speakers. Men competent to handle the subject will be provided free whenever and wherever required. Incidentally, the needs of newspapers for legitimate news of the campaign will be cared for by trained newspaper men. The matter is one of such importance that thoughtful editors will wish to keep track of developments in their news columns.

6. The movement is in short an uprising of middlemen to defend themselves against radical attacks and to prove that middlemen exist only because they are an economic necessity.

7. Suggestions from all such and criticism of the campaign will be welcome, because it is from them that support must come. It is their right. The funds necessary are a drop in the bucket compared to the millions of loss which is possible and which many interests have already suffered through radical legislation and radical propaganda.

A more recent statement from the committee gives further information as to the immediate need of the work and its importance to the whole trade at this time.

"For several years, and particularly during the past year, the grain trade and the present grain

competitive marketing system of the United States have been subjected to unwarranted criticism and attacks. The methods of transacting the grain business have been grossly misrepresented. The grain dealers are charged with responsibility for price fluctuations that are and can only be the result of the operation of the law of supply and demand. Minor imperfections, and the wrongful acts of a few individuals have been reported in distorted and exaggerated form, and proclaimed as the general practice.

"Professional agitators, political demagogues, and those who claim to have a better system of marketing and who think that in order to establish the same they must first destroy the existing competitive marketing system have been increasingly active in their assaults. These activities have finally culminated in efforts to 'regulate' the grain exchanges by securing the enactment of laws, state and national, that would inevitably result in the closing of the exchanges, or in so restricting their operations as to render them comparatively valueless. In this crisis, and not before, did the grain dealers of the United States rally to their own defense, and the defense of the grain farmers, whose marketing avenues were thus threatened.

"The good judgment of legislators and members of congress has so far prevented the enactment of destructive legislation, but attempts to secure it have by no means been discontinued. The misleading of the public and the creation of unfounded prejudice in the minds of farmers, are apparently to go right on.

"In the face of this situation, the occasion for some concerted and sustained campaign of education is apparent. Fairness to the grain trade and justice to the producers of grain in whose service it was conceived and is operated, demand this. The public is entitled to the truth and to facts.

"It was in order to supply such need that this committee of the Grain Dealers National Association was formed. Its purpose is purely defensive and educational. It will oppose the enactment of class legislation, or that which would ruin or unnecessarily restrict legitimate business. In its own interest and in the interests of the grain producers and the public, it will call attention to economic fallacies contained in various proposed marketing systems and the dangers which their provisions hold for both farmers and grain dealers. It will not combat any legitimate effort to improve the present marketing system. It will welcome constructive suggestions from any source. The present highly competitive grain marketing system of this country is the result of the experience and evolution of more than 60 years. It is recognized as being the most efficient of any country in the world.

"Attacks upon the committee itself, or misrepresentation of its character or purpose, will not deter it from performing its duties to the grain trade, to the farmers and to the general public. Every dollar received by this committee will be expended in a campaign of education, the purpose of which is to dispel the false impressions now existing regarding the present grain marketing system and to awaken the farmers and the public generally to the efficiency with which the grain crops of this country are distributed and the extremely low cost per bushel of this distribution and to the fact that the producer received a larger per cent of the final price paid by the consumer of grain than is the case in any other line of farm produce."

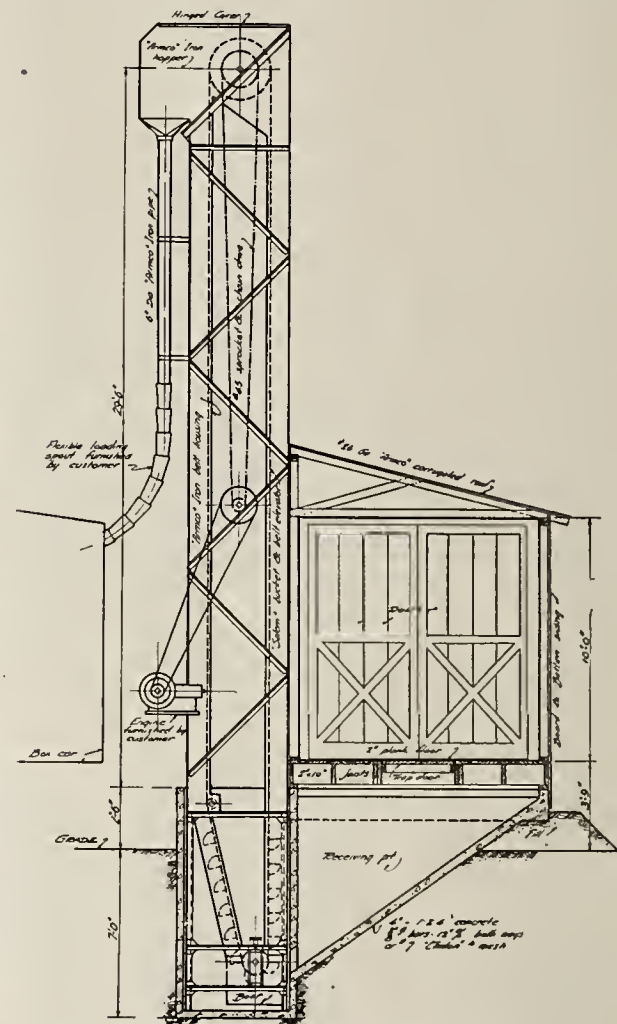
The Educational Committee does not request the farmer to accept its say-so on the contract which the U. S. Grain Growers, Inc., is asking him to sign, but urges the farmer to consult his lawyer or banker, and to study the contract before signing. The Committee merely says to the farmer: "Ask your lawyer if the contract does

not deprive you of all control of income from your grain crops for five years; ask if there is any limit to the handling charges which may be imposed on you by the pool; ask if the contract does not bind you absolutely for five or more years even if you find it ruinous the first year; ask if there is any assurance against heavy loss to you if the pool fails." These are simple but fundamental questions which any lawyer or banker can answer by reading the contract.

COUNTRY GRAIN LOADING DEVICE

California has a splendid new terminal elevator at Oakland, but as yet there are very few country houses through which bulk grain can be handled from the farm. To meet this situation the California Corrugated Culvert Company has designed and put on the market a loading device which will temporarily answer the purpose of supplying bulk loading facilities for the farmers.

The operation of the device is extremely simple. A truck or wagon loaded with grain is driven over the receiving pit and the door or spout opened to allow the load to flow into the pit by gravity and



DEVICE FOR LOADING GRAIN AT COUNTRY POINT

thence through the regulating gate of the pit into the elevator boot. There it is picked up by a bucket and belt conveyor and carried to a discharge hopper at the head of the elevator. From this hopper the grain gravitates through a metal pipe to the end of which is attached a flexible loading spout. This can be thrust into the door of a box car and used as a nozzle to distribute the grain. A small gas engine or motor is required to furnish the power for driving the equipment.

The total cost of one of these loading stations is so low, it is asserted, that any farmer raising as much as 200 acres of grain would be justified in installing it for his own use and that of his neighbors, and a farmer with 500 acres of grain could well afford to install this device for his own use alone.

OUR MARKET IN ENGLAND

From August 1, 1920 to June 30, 1921 the United Kingdom of Great Britain imported 160,629,631 bushels of wheat and 7,424,491 barrels of flour. The previous year 157,162,379 bushels, and 6,937,772 barrels were imported.

Of the wheat imports this last year more came from this country than all others put together. The United States sent 87,363,651 bushels; Canada,

16,154,404; Argentine, 15,857,176; Australia, 28,419,288; and all other countries, 12,835,112 bushels. The largest imports were made in September. Next in order the months of greatest imports were August, October, June (1921), May, November, April, March, January, and February. These were the months of arrival in Great Britain. The purchases were made, in most cases probably, from one to three months previous in each case.

SCALE REQUIREMENTS

Below are the rules for installing hopper scales, in accordance with Docket 9009, Interstate Commerce Commission. These rules apply to all scales, with the exception of Rules 36 and 37, which are only applicable to installations made after the date these rules were promulgated.

INSTALLATION OF HOPPER SCALES

1. The use of auxiliary extension levers is undesirable. When the shelf lever is used as an extension, it shall be anchored to a rigid support that will not yield under maximum load.
2. The minimum clearance between fixed and movable parts of the scale shall not be less than $\frac{1}{2}$ -inch except on dormant hopper scales where the clearance shall not be less than $\frac{1}{16}$ of an inch.
6. Hoppers, garners and gates operated in connection therewith shall be so constructed and maintained as to prevent the leakage of grain.
7. Levers operating hopper and garner gates shall operate freely and not interfere with any part of scale mechanism or hopper. They shall be within convenient reach of the weighmaster when standing at the beam in order to facilitate operation.
8. When canvas is used inside to close opening between garner and hopper, it shall be attached to and suspended from the garner only, and provision made for the free escape of air.
9. Vent pipes extending through the roof of the elevator shall not be placed in scale hoppers.
10. Where scale levers are located beneath the floor, a permanent runway or gallery shall be provided wherever possible, to permit full accessibility for inspection, cleaning or adjusting.
31. The normal position of the beam shall be horizontal, and it shall have equal travel in the trig-loop above and below the horizontal position.
35. The sensibility reciprocal is the weight required to move the beam a definite amount from pointer or other indicating device of a scale. In a scale provided with a trig-loop, the sensibility reciprocal is the added weight required to be placed upon the platform to break and turn the beam from a horizontal position in the middle of the loop to a position of equilibrium in the top of the loop. This may be determined by subtracting the weight, instead of adding it, or by using the sliding poise on the beam, if this be done without jarring the beam.
36. The sensibility reciprocal shall never exceed the amount given in the following table No. 437:

Capacity in Pounds.	Sensibility Reciprocal.	Capacity in Pounds.	Sensibility Reciprocal.
3,000	1 lb.	48,000	8 lbs.
9,000	2 lbs.	60,000	10 lbs.
12,000	3 lbs.	72,000	12 lbs.
18,000	4 lbs.	84,000	13 lbs.
24,000	5 lbs.	96,000	14 lbs.
30,000	6 lbs.	120,000 and up	15 lbs.

43. Weight racks, where they come in contact with, or support, the counterpoise weights, shall be provided with a soft material, such as rawhide, fibre, wood, etc., to reduce the wear on the weights to a minimum.

PHILIPPINE GRAIN CROPS

We think of the Philippine Islands as a land of sugar, tobacco, hemp and copra, but the islanders raise considerable quantities of grain too. Rice and corn are the chief grain products. Of the former 85,125,000 bushels were raised last year, and of corn, 15,688,746 bushels. The rice acreage was seven times as great as that devoted to sugar;

over three times that of manila hemp; and 14 times that of tobacco. Even the corn acreage was larger than any of these, so that the Philippines would be classed primarily as a grain country.

GETTING THE BUSINESS

A fighting organization can get business even in a time of depression. No more conclusive proof is needed than the record made by the Illinois Feed & Elevator Company of Bloomington, Ill. This company was organized last year, built a plant and began operations on November 1, 1920. Before a pound of feed was made a sales organization was assembled and trained. In the whole history of the feed business no period has presented such distressing inactivity as the past 12 months, and yet this new concern, with a mill capacity of 250 tons of feed in 10 hours, has been down only one day since starting through lack of orders. Some record.

The president of the company is R. C. Kramer; J. A. Harrison and D. Sensenbaugh, vice-presidents; G. P. Stautz, secretary; and J. E. Dameron,

daily, and is built upon the well-known principles of efficient, scientific drier design developed by the Ellis organization.

The feed mill is a four-story building adjoining the head-house of the elevator. It is equipped with five stands of Monarch Rolls, 9x24; two Unique and one Monarch Attrition Mills; Gauntt Mixers and Feeders; and five automatic packing scales.

The plant handles wheat, corn, oats, barley, rye, Milo, Kaffir, buckwheat, millet, sunflower seed, and oil cake, all of which go into their various feeds. The feeds have been put out on a quality basis, and the success of the company speaks highly for their composition. It is one thing for a highly trained salesman to place an order, but it is quite another to get repeat orders, but this has been done consistently.

The market for the feeds has been entirely in the northern and eastern states, and branch offices are maintained at 604 Chamber of Commerce, Boston, Mass., and 1974 Broadway, New York City. It is hard to tell which to admire most, their skill in manufacturing; their sales ability; or their unadulterated nerve in starting up under such dis-



PLANT OF ILLINOIS FEED & ELEVATOR COMPANY, BLOOMINGTON

treasurer. Among the principal stockholders are J. A. Harrison, president of the Harrison, Ward Grain Company of Bloomington, and E. H. Wolcott of Indianapolis, formerly president of the Indiana Grain Dealers Association.

The mill was designed and the machinery installed by Mr. Sensenbaugh, vice-president and superintendent of the organization, and he is responsible for the large capacity which can be handled on the limited floor area of the mill, and the economical handling facilities which keep production cost at a minimum. The plant consists of a modern elevator, a drier plant and the feed mill and warehouse. Its tracks have direct connections with the Chicago & Alton, Big 4, and the Lake Erie & Western Railroads, which make assembling and distribution facilities of exceptional value to the plant.

The elevator is of reinforced concrete construction consisting of a head-house and four circular tanks. The head-house has 16 bins of 3,500 bushels' capacity each, and each of the tanks will hold 11,000 bushels, the total storage capacity of the plant being 100,000 bushels. The receiving and shipping capacity is 12,000 bushels daily each, although as a matter of fact but little whole grain is shipped, it all being converted into feed. The equipment of the house includes a Weller Automatic Power Shovel; a B. S. Constant "U. S." Cleaner of a capacity of 2,000 bushels per hour; one 10-bushel automatic and one 60-ton hopper scale; two chain conveyors and metal spouting throughout the building.

The Ellis Drier has a capacity of 7,000 bushels

couraging circumstances and putting it across. But the fact remains that there is business for the firm that goes after it and an aggressive policy produces results even under the most discouraging conditions.

PRODUCTION AND CONSUMPTION OF WHEAT

In the period of 1866-1874 the production of wheat in the United States was 6.208 bushels per capita; in the period 1915-1920 the production per capita was 7.951 bushels. The high point between these periods was in the decade 1895-1904 when production reached 8.605 bushels per capita.

Consumption follows closely the production figures. In the first period 1866-1874 the average consumption per capita was 5.048 bushels; 1915-1920 consumption shows 5.804 bushels; and the high point was also in 1895-1904 at 6.330 bushels.

But the increase in wheat acreage has not kept pace with the population. From 1866 to 1920 the production per acre per 1,000,000 population has declined steadily from 0.308 bushel to 0.138 bushel, no decade in 75 years showing an increase over the previous decade. One remedy for this condition is in increased acreage, which, obviously, has its limitations, or in diminished immigration and birth rate. Some day in the far distant future we may be importers of wheat.

ON August 2, Kansas City had receipts of 1,533 cars of wheat, which constitutes a record for that market. The wheat was practically all absorbed on a small decline.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., AUGUST 15, 1921

ARE WE ON A DOMESTIC BASIS?

FROM the world position of requirements and surplus our grain markets are in a strong position. There is not more than enough bread grain to go around, and bread substitutes abroad have been materially decreased by the drought. Under normal conditions the demands upon our surplus, together with our own milling requirements, would make sharp bidding for our wheat with materially higher prices.

But wheat has to be paid for either in cash, in credit or in goods. Cash from abroad is out of the question. We don't want it even if it were available as we have too large a proportion of the world's gold now. Credit is becoming more difficult to arrange, for our proposed tariff, and particularly the American valuation clause, will keep out foreign goods to such an extent that their exchange value will not begin to pay for what we could and should send abroad. There are several plans for extending Government aid to exporters, but this only means that we ourselves will have to pay for such exports in more or less permanent taxes. There would be nothing attractive for the investor in debentures covering these Government loans, with the foreign nations getting further in debt to us.

The depreciation of foreign currency will discount our tariff to some extent, and many importers abroad are well able to arrange private credit lines, based upon personal reputation and ability. Whether these sources of payment will be sufficient through the entire season remains to be seen.

We are in the position of the man all

THE AMERICAN ELEVATOR AND GRAIN TRADE

Fortieth Year

dressed up and no place to go. We have surplus goods of all kinds in abundance and foreigners want them. But an apparently insurmountable wall is between. The future grain market depends upon the success with which the wall is scaled.

SENATE PUTS "GOVERNMENT IN BUSINESS"

THE United States Senate satisfied their farmer constituents, if not their consciences, when they passed the Capper-Tincher Bill on August 9. To be sure they amended the bill, as passed by the House, so that many objectionable features were eliminated. But even in its present form, with a meddlesome and antagonistic administration in power the bill could be made the instrumentality for endless trouble and annoyance. Fortunately Secretary Wallace is a fair minded man who believes in the fundamental honesty of men and the integrity of institutions which have demonstrated their usefulness over a long period of years. He can be depended upon to administer the law wisely and without undue interference of the trade.

But what of his successor? And what of future bills, now that precedent is established for Government supervision of a great industry? The country is full of radicals who will use the recently passed Packer Control Bill and the Grain Exchange Bill as entering wedges to attempt to force on the country complete socialization of industry. The principle involved in both bills is wrong. There is ample protection for the public in the Sherman Act and the Clayton Amendment without specializing industries for the Government to regulate. The targets that are hit are safe enough, it is the bullets that may go beyond the target that are dangerous.

RELIEF OF RUSSIA

WITH 12,000,000 people in the Volga region in Russia actually starving, and two-thirds of the entire population on hunger rations, it is plain that America will be called upon to send large quantities of grain to that unfortunate country. To be sure, Mr. Lenine announced that he didn't want any contributions of food from capitalists, but it is quite certain the starving peasants will not inquire into the source of the food if it is offered to them. If they did they could hardly get it from America for every farmer is a capitalist and every laboring man, if not already one, is potentially.

Conditions in Russia are really desperate through the utter failure of the Bolshevik principle of government. There were many people in this country who would never have been content without a demonstration of socialism on a large scale. Now they have it. Ukrania, which usually has an enormous surplus, now has barely enough for its own needs. Siberia is in like case, and even if they had it the railroads have broken down completely and grain could not be transported to the famine districts in central Russia.

Herbert Hoover has undertaken to relieve

the distress. This is more grateful work inasmuch as but a small fraction of a percent of the people in Russia are Bolsheviks, and are not responsible for conditions. But Mr. Hoover has a job on his hands. Railroads will have to be completely rehabilitated before even a beginning can be made; great numbers of bandit bands will try to intercept supplies; and the word of the Russian government itself is worthless.

In addition to the actual food needed, over a million bushels of seed grain are required unless Russia is to be a permanent charity charge on the world. At best she will need help for years to come; at worst a great people will be reduced to savagery.

ONCE BURNED IS TWICE SHY

THE farmers who held their wheat for \$3 last year upon advice of their leaders and who saw the markets fall from \$2.50 to \$1.50 in about three months, have apparently learned a lesson, or at least part of one. From July 1 to August 1 this year primary receipts of wheat were 76,379,000 bushels, as against 29,929,000 bushels last year.

The conditions this year are so different from last that this early grain movement was to be expected, but it is unfortunate that it was necessary. Last year farmers were well supplied with money from previous high priced crops. This year they have taken big losses and need the money. On the other hand, last year Europe stopped buying grain until prices were down to rock bottom. This year prices at beginning of season were as low or lower than they will average for the year, our surplus is smaller, and if credit can be arranged through the Kellogg Bill or by other agencies, the European demand will be greater. There would be reason for holding grain on farms this year while last year there was none. And yet the farmers will blame speculators for present low prices when the markets get stronger later in the season.

In the face of the enormous selling pressure the markets have shown, surprising strength, due to those same speculators, but capital is lacking and the speculating interest is not broad enough to absorb all offerings at top prices. What we need is more speculators, not fewer. Those who have the money to hold will probably be well repaid.

RATE REDUCTIONS

RAILROADS in Eastern and Central territory have reduced rates on grain and grain products, as announced elsewhere in this issue. This adjustment has worked to the disadvantage of many markets to the south, and particularly the Gulf ports which are penalized to the extent of the rate difference. The problems involved in the above will doubtless be settled at the bearing before the Interstate Commerce Commission at Washington on August 15. On the day preceding the hearing, W. K. Vandiver, transportation commissioner for the National Association has called a conference, also at Washington, and preliminary agreement

among markets should be effected then, so that the trade can appear as a unit before the Commission.

Rail rates are working lower gradually, but any reduction should be made simultaneously in all sections of the country or certain injustice to some markets will result.

GRAIN GROWERS MAKE SLOW PROGRESS

OFFICERS of the U. S. Grain Growers, Inc., have accepted cuts in salary ranging from 37½ to 23 per cent. The president, secretary, treasurer and general counsel have been reduced to \$10,000 each. This seems foolish. William Jennings Bryan and Billy Sunday get more than that for talking; why shouldn't the U. S. G. G. officers? It appears that that is about all they will do this year to earn their salaries, for on August 1 they announced that only 195 elevators had signed their contract. These signers are distributed as follows: North Dakota, 74; Nebraska, 57; Missouri, 38; Illinois, 16; Oklahoma, 2.

But it is surely worth more to the farmers than \$10,000 a year each to hear these officers make speeches or to read their remarks in the daily papers. Every oration thrills with its promises of coming prosperity, its recital of wrongs done to the farmers in the past, and its masterly exposition of the way the U. S. G. G. is going to revolutionize the grain trade. In these days, when we are all so fed up on excitement, a real thrill is worth much money and \$15,000 and \$16,000 is little enough for the men who give it to us. We will gladly serve as a medium through which contributions can be made to make these salaries what they should be, and will even start the contributions by pledging one Russian rouble, or its equivalent.

A CAMEL IN THE TENT

SHORTLY before he resigned as chief of the Bureau of Markets, George Livingston addressed a meeting of Virginia Bankers on a National Marketing Program. This program, as outlined, included national standards for all farm products, national inspection, development of co-operative enterprises, and regulation of potential monopolies. Other features were also mentioned, but the above indicate the lines upon which the Bureau of Markets is working and show the tendency toward general regulation of business by Government agencies.

We have national standards for the principal grains, as a result of years of agitation by the grain trade and they have marked a distinct step forward. It is in line with the effort of all trades and manufacturers to standardize their products as an aid in marketing, but grain standards could have been established by the trade, and eventually would have been, even without the assistance of the Bureau of Markets, although it undoubtedly would have taken many years longer.

But standardization of farm products is a long way from Government regulation of business, and still farther from Governmental

aid to merchandising agencies in competition with those already established. The Bureau is like the proverbial camel which would have crowded all occupants out of the tent once its head was inside. It sees in this increased infliction of Government in business opportunity to increase its own power with an accompanying increase in personnel and expense account. Apparently there is no end to the things it would do with the peoples' money, regardless of the amount of legitimate business it ruined in the process, or the extent of socialization of our Government it caused. The Bureau needs watching.

CORN ON THE HOOF

WHEN hogs are selling at Chicago at an equivalent of 17 bushels of corn per 100 pounds of hog, as they have been for some time, there is not much to worry over in our surplus corn crop. It can be marketed profitably on four legs, especially as the demand for lard from central Europe has been large, and they have been finding money to pay for it.

There is nothing in sight, either in supply or demand, which indicates a decrease in hog prices in the near future, to a point at which corn cannot be fed more profitably than for a long time. The recent unusual demand for corn from abroad has started a large movement to market, but the grain is too valuable on the farm to warrant belief that the market will be unduly burdened during the year in spite of the prospects for another large crop.

LIGHT GRAIN

IN A YEAR like the present, when there is a great amount of light weight grain, it makes considerable difference in the supply if the returns are quoted in measured bushels or by weight. There has been some uncertainty in the trade as to which method the Government used in its monthly reports, but in reply to a direct question on the subject, the Department of Agriculture advised E. W. Wagner & Co. that the returns were based on weight; 60 pounds for wheat, 56 pounds for corn, and 32 pounds for oats.

On August 13, out of 184 cars of wheat received at Chicago, 35 of them graded No. 5 or sample. Out of 303 cars of oats inspected, 143 graded No. 4 or lower. Much of the low grading was on account of weight, one car of oats only averaging 19 pounds per bushel.

Were the Government figures based on measured bushels it can readily be seen that the actual amount of milling or feeding stock would be materially lower than the Government figures would indicate.

CROPS LOSE IN JULY

EVERY grain quoted in the Government crop report of August 1 shows a decided loss compared with July 1. Winter wheat fell from 574,000,000 to 544,000,000 bushels; Spring wheat from 235,000,000 to 213,000,000; all wheat from 809,000,000 July 1 to 757,000,000 bushels August 1. Corn is now

estimated at 3,032,000,000, as against 3,123,000,000 bushels on July 1; oats slipped from 1,329,000,000 to 1,137,000,000; barley on August 1 showed 171,000,000, compared with 184,000,000 on July 1; rye dropped from 70,000,000 to 64,300,000 bushels; hay remained practically stationary as did rice; while Kaffir made the only real gain reported, 5,000,000 bushels, which brings the August estimate to 130,000,000 for the sorghum.

All told it was a disastrous month, due to the heat and drought, and unhappily it was duplicated pretty much over the world. Based on farm values of August 1, the losses in wheat, corn, oats and potatoes alone were \$258,800,000. Threshing returns show a great amount of light weight wheat, but of good to excellent milling quality, and a large proportion of light oats, many only running 20 pounds to the bushel. This means it will take more wheat to make a barrel of flour, and more oats to feed stock. It means also that there will be a scramble for heavy oats, suitable for export, and a probable substantial spread between grades.

EDITORIAL MENTION

The old fashioned wagon scales are getting useless. The Cargill Elevator at Sacred Heart, Minn., recently weighed a motor truck load of barley at 15,000 pounds. The truck weight was 6,330 pounds.

North Dakota is a bit wild on politics and economics, but our hats are off to the scientists in the Agricultural College if it is true that Kota wheat, a new strain of Dark Northern Spring, is 99 per cent rust resistant as reported.

One of the principal means of attacking the Education Committee of the National Association, is to use the misquotations of its statements which appear in local county papers. But all the time more farmers are seeing light.

In Montana a grain shipper has to take out a license to deal in grain and give a bond for warehousing it. He is subject to a fine of \$25 to \$100 per day if he does not comply with the law. A forgetful dealer in Montana is in hard luck.

The Equity Co-operative Exchange of St. Paul is reported to have been made a sales agency for the U. S. Grain Growers. This affiliation will give the Equity a new alibi for its lack of success, but what do the Grain Growers get out of it?

New telegraph rules have been in effect for over a month: The telegraph companies are now liable for errors or delays in the transmission or delivery or for non-delivery of interstate messages: Not less than \$500 when received at the unrepeated message rate; not less than \$5,000 when received at the repeated message rate; and for excess of \$5,000 when

received at repeated rate plus one-tenth of 1 per cent of the amount by which such valuation exceeds \$5,000. The old blanks are still in use, but the new rules are enforceable nevertheless.

The American Phytopathological Society, meeting in Minneapolis, agreed that wheat rust may be carried miles in the air and reach altitudes of 16,000 feet. Get rid of the winter host of rust, barberry, and there will soon be no spores to carry.

When grain is low enough Europe will find money to buy it. This was proved last year. Grain is still cheap and there will be no trouble in selling all we have to spare without the aid of Government help such as the Norris Bill provides.

A Wisconsin grain firm recently checked up a peculiar discrepancy on its books and found that they had been systematically mulcted by a farmer who had raised a number of grain receipts. The total amount involved was about \$600. The farmer settled. Ever have a like experience?

Annual reports from co-operative elevator concerns show that not all of them made the handsome profits last year which the Federal Trade Commission found. In fact a great many of them actually lost money. So did private elevators, a lot of them. But no Government agency has been trying to boost their stock.

South Dakota is reported to have 1,257 elevators with a storage capacity of 39.5 per cent of the grain marketed in the state. This is a turnover of less than three times for each house, which is not enough for the small houses if operating cost is to be kept within reason. It looks as though many stations were oversupplied with elevators.

Delay is the first line of defense in a losing political fight. The North Dakota Non-partisan League has appealed to the U. S. Supreme Court to declare its grain grading law constitutional, after the Circuit Court ruled against it. In the meantime the law is operative in spite of its conflict with the Federal Grain Grades Act.

During July the Government barge line carried over 1,000,000 bushels of wheat from St. Louis to New Orleans, and this method of transportation is becoming increasingly popular as shippers begin to realize the savings that can be effected and the fact that time is often saved over rail shipments. The new package transfer terminal at Cairo between barge line and Illinois Central Railroad will help stimulate north bound cargoes which are needed if the barge service is to become permanent and expand.

Herb Sherwood of Minnesota rises to remark that that state is over-run with "crop experts," some employed by the state and some by private concerns. The market is affected by their reports, so they should be

abolished. Herb evidently hasn't much use for the law of supply and demand, nor the efforts of Government and private investigators to find out what the supply is going to be. There are lots of people in the world who would rather be told a pleasant lie than an unpleasant truth. The truth makes their brains ache from overwork.

Reports from the Northwest indicate that Austria and Poland are negotiating with the U. S. Grain Growers for wheat. Next to Russia, these countries suggest as great difficulties in the matter of credits as can be found. Watch your step, Grain Growers, or Europe will make as big a sucker out of you as you have made out of the farmers.

Financial conditions in the West are much better although there is no easy money in sight yet. Even Senator Kapper's house organ, the *Kansas Farmer*, admits that the condition of farmers in that state is vastly improved. This is some admission, for the farmers' discontent, most of which he manufactures, is the Senator's principal ammunition.

Many states have a landlord-tenant law which gives the landlord prior lien on tenants' grain. In such case the elevator receiving the grain without the landlord's consent is responsible to him for it. Play safe by making out your checks to the tenant and landlord jointly. Then when the landlord endorses the check you are relieved of responsibility.

Since July 1 we exported, up to August 6, 50,752,000 bushels of wheat, and 15,354,000 bushels of corn, as against last year's exports for the same period, wheat 56,442,000 bushels, and corn 462,000 bushels. The season last year began with very large exports and then stopped suddenly for some weeks. This year the situation points to a decrease in supply and more competition for our grain.

A thorough study of the present grain grades has been started by Senator Wallace. With Professor Coulter working in the Northwest on the effect of grading on marketing and Professor Fitz working on the milling end of the wheat grades problem, accurate and unprejudiced data will be obtained. That is what everyone wants except, perhaps, some of the politicians in the Northwest.

Much of the distress in Montana has been attributed to the large crops grown from self sown or carelessly sown seed in 1915-16. It is said that many farmers are still trying to get by with that sort of farming. This may have contributed to the hardship in a few individual cases, but three years of impossible weather is the real cause and no one is to blame. This year many Montana growers will make up their losses.

At a farm conference in Chicago recently comparison was made between the present acreage devoted to the various crops and that

of 10 years ago. The most striking change is the increase in wheat acreage in most of the states. Kansas wheat acreage increased 100 per cent, largely at the expense of corn; flax is giving way in South Dakota to corn which increased 90 per cent in acreage. Nebraska made great strides in sugar beet culture, 700 per cent, and a 76 per cent increase in alfalfa. But the most encouraging feature of all is the increase in diversified farming, particularly with stock as a feature.

The weighing department of the Chicago Board of Trade had a scale at the Pageant of Progress on which they weighed all who cared for it. An attendant stated that 75 per cent of the girls and women between 17 and 33 years are neither too stout nor too slender. Our guess would have been wide of the mark. But what we are anxious to know is how the attendant draws the line at 17 and 33 years; or is it a mere matter of courtesy to include all women within those ages.

A mistaken idea prevails that Canadian farmers got a better price for their wheat under control than did American farmers, because the final Canadian settlement price of \$2.50 per bushel on the participation certificates exceeded the fixed price in the United States of \$2.26. But this latter price was a minimum, and wheat commanded a premium practically at all times. When Government ceased control in this country wheat was selling in local markets away above the fixed minimum; as much as 75 cents per bushel in many central states, and more at milling centers in the West.

Former 'Secretary' of Agriculture E. T. Meredith writes in his paper, *Successful Farming*, that things are looking up. After enumerating several of the encouraging signs, he says:

Add to all this the determination of the farmer of this country to take a hand in the marketing of their own products, which most assuredly will result in the farmers getting better prices, or at least getting a larger percentage of the final selling price of their stuff, together with the probable reduction in freight rates, and we have ample reason for feeling optimistic in regard to the situation the farmer will find himself in a few months hence.

Did Mr. Meredith get that way in Washington, or did he just naturally contract it editing a farm paper?

Secretary Wallace addressed the Meat Packers Association in Chicago on the day that the Packer Control Bill was adopted by Congress. Therefore his remarks can be taken as a fair indication of the way he proposed to administer the law. He said:

I wish to make it perfectly clear that without prejudice of any kind, my whole effort will be to administer this law in a constructive way and with the purpose of promoting the live stock and meat industry and safeguarding the legitimate interests of everyone connected with it. There will be no arbitrary or offensive exercise of power. There will be no interference with the free operation of legitimate business nor imposition of burdensome and unnecessary rules and regulations. Discretionary powers will be used fairly and with due regard to all concerned. I assume to start with that it will be the intention of everyone to observe the law and refrain from practices which may be forbidden.

C. D. CARLISLE
Kansas City

NEWS OF THE TERMINAL MARKETS

DAN MULLALLY
St. Louis

IMPROVEMENTS AT GALVESTON

The Galveston Cotton Exchange and Board of Trade, Galveston, Texas, has improved its facilities for handling grain at that port by increasing the inspection force, enlarging the inspection laboratory and adding all the necessary inspection equipment.

PROTESTS AGAINST FREE RICE

The directors of the New Orleans Board of Trade, New Orleans, La., recently adopted a stringent resolution opposing that section of the pending tariff bill, which would admit rice for canning purposes free. The directors expressed the belief that the admission of cheap labor rice would be ruinous to the industry in this country and harmful to employees in this trade.

MISSISSIPPI BARGE LINE ACTIVE

St. Louis market reports that the Government barge line has been moving a very large volume of wheat down the Mississippi River for export from New Orleans. Shipments during July are more than six times larger than the same period

value for the futures market as without futures, prices would have tumbled as a result of such heavy shipments.

ADDS TO INSPECTORS' FORCE

The lower house of the Missouri State Legislature early in August, passed a senate bill which provides for an addition to the force of the state grain inspector and requires all collections for the private inspection of grain by the department to be turned into the state treasury. James T. Bradshaw, who was ousted from the office of state warehouse commissioner, on the same date began a proceeding in the Supreme Court of Missouri to regain possession of the office.

STRIKE CALLED OFF

It was announced on August 1, at Chicago, Ill., that the strike of grain elevator employees started there about a month ago by the Chicago Grain Elevator and Feed Mill Employees' Union had been called off. There were about 800 men affected by the walk out which resulted when the men refused a new working agreement involving a reduction in

nois will be over in about another week, when we look for lighter receipts.

Illinois and Trans-Mississippi billing selling here on a very good basis as compared with other markets. To arrive offerings from Illinois fair the past two days.

Spot and to-arrive wheat has been selling here the past two weeks at prices that compare well with other markets and we believe shippers can use this market to their advantage.—*Luke Grain Company, Peoria, Ill. Late market letter.*

CHICAGO BOARD OF TRADE AT PAGEANT OF PROGRESS

When cartoonist Nast began drawing the series of pictures which so vividly brought to the attention of New Yorkers, the alarming conditions brought about by the operations of Boss Tweed, and other heads of Tammany, it is said that the Boss called his faithful lieutenants about him and said, "Stop those cartoons, no matter what it costs. I don't care what the papers say about me, my constituents can't read but d— it they can see pictures." This has no reflection on the general



CHICAGO BOARD OF TRADE WEIGHING DEPARTMENT BOOTH



CHICAGO BOARD OF TRADE AT PAGEANT OF PROGRESS

last year. It is understood that applications will be filed with the Interstate Commerce Commission, for the purpose of further increasing the tonnage of the line, for rail and river rates which will permit the shipment of Oklahoma grain to Memphis by rail and transfer there to the barge line for export.

A TIMELY WORD TO SHIPPERS

With the oat crop generally so light in weight, be sure that you load all cars to their capacity, and that the bills of lading and way bills bear the notation, "loaded to full visible capacity," or, "loaded within 24 inches of the roof." *Pope & Eckhardt Company, Chicago, Ill. From recent market letter.*

FUTURE TRADING NECESSARY

There were 10,000 cars of grain on tracks in Chicago on August 1, according to reports of the transportation department of the Chicago Board of Trade with elevators unloading more than 1,000 cars daily. Increases in grain traffic on the Western railroads have been very noticeable during the past weeks and prices, instead of sagging, have had an upward tendency. It is pointed out that this situation is indisputable proof of the economic

wages and changes in hours and working conditions. The engineers and firemen returned to work about three weeks ago and it is stated that the other workers have come back to work as individuals, applying for such vacancies as might exist and that no concessions were made to the union.

WILL OPEN SCHOOL FOR GRAIN MARKETING

It is announced that the Omaha Grain Exchange, Omaha, Neb., will shortly establish a school for the instruction of farmers in grain marketing which will be open to anyone with no tuition fee. The pupils will be shown the inner workings of a grain exchange and receive instructions in the modern methods of handling and merchandising grain. The curriculum will include freight rates, claims for loss of grain in transit and various other subjects pertaining to boards of trade.

THRESHING MOVEMENT SOON OVER

The bulk of our oats receipts graded No. 4 and sample, weighing between 22 and 26 pounds, most of them very poor in color. Light weight poor colored oats rather slow sale in all markets. So far on the crop oats have sold here on a very good comparative basis. Threshing movement from Illi-

public which today reads and sees pictures as well. And the elaborate exhibit of the Chicago Board of Trade at the Pageant of Progress with the pictures shown of its activities and the important functions performed by it in the marketing and distribution of grain were both interesting and instructive.

Visitors to the Pageant which ran the first two weeks in August, found the Board's exhibit in Section E, comprising booths 1, 2, 3, 4, 5, 6, 48, 49, 50 and 51. A comprehensive view of the exhibit is shown in our illustrations. It was in charge of W. Q. Fitch of Purdue University, Lafayette, Ind., who as assistant superintendent with G. I. Christy as superintendent, has charge of the Chicago Board of Trade Grain and Hay Show (including small seeds) held in connection with the International Live Stock Exposition, Union Stock Yards, Chicago, November 26 to December 3, 1921.

A small part of the entries for the \$10,000 premium list offered by the Chicago Board of Trade was shown in the grain and hay section. It included bales of Alfalfa, Timothy and Red Clover hay, as well as entries of Yellow and White ear corn, flint corn, different varieties of wheat, oats, rye, barley, Kaffir and Milo, small seeds, soy beans, corn peas, field peas, etc.

The Board of Trade Sampling and Seed Inspec-

tion Department was presided over by William Frill and K. McCord. Here was shown all the apparatus necessary for sampling and inspection of grain and the various grades. An interesting feature was a representation of a railroad box car from which samples of grain to be inspected were drawn with a trier by official samplers. There was also a Hess-Brown Duval Moisture Tester in operation showing how the percentage of moisture in corn was ascertained.

The Chicago Board of Trade Weighing Department is headed, as every one knows, by Weighmaster H. A. Foss and assistant J. A. Schmitz. This booth was fitted out with Fairbanks, Howe and Toledo platform scales. All visitors to the booth who desired were weighed and given an official certificate of weight signed by H. A. Foss, weighmaster. Approximately 5,000 a day were weighed and given certificates. There was also shown a working model of a railroad track scale and miniature railroad car ready to be weighed. A feature of this exhibit was a set of prime weights from 50 pounds down to 1/32 of an ounce displayed in glass cases. They were made in one piece of Tobin bronze, and gold plated.

A very elaborate rest room was maintained in the Board booth proper, adjoining which was a miniature pit for trading, a black board for quotations, a ticker and other market items. There was also featured here a stereopticon which threw pictures on a large sized screen of some of the large Chicago elevators and the health camp and hospital for poor kids which the Board of Trade maintains at Camp Algonquin. There was also depicted the thousands of farmers arriving at Springfield and mounting the stairway at the Capitol Building, where they protested against the Lantz Bills, exerting their influence towards retaining their market which is open every day of the year. Many other pictures and facts were also given on the important place occupied by the Board as a world grain market.

The Pageant Committee appointed by president Jos. P. Griffin of the Chicago Board of Trade to formulate the plans and have full charge of the management of the exhibit, was composed of Caleb H. Canby, ex-president of the Board, Chairman; J. F. Lamy, S. P. Arnot, W. K. Mitchell, Edw. A. Andrew, John E. Bellot, Jas. E. Bennett, T. W. Brophy, J. E. Cairns, Geo. T. Carhart, A. M. Clement, W. S. Day, I. C. Gifford, Adolph Gerstenberg, E. L. Glaser, Adolph Kempner, H. H. Lobdell, John Kellogg, R. W. McKinnon, R. I. Mansfield, F. A. Paddleford, D. A. Noyes, H. A. Rumsey, F. J. Delany, Kenneth S. Templeton.

Some of the members of the committee visited the exhibit daily and all were indefatigable in making it what it proved to be, instructive as to Board of Trade methods, interesting from the Pageant of Progress standpoint and altogether a wholly unqualified success.

WHAT IS WHEAT WORTH?

Wheat is the big commodity market of the world. Prices are made by supply and demand on a world's basis. United States, Canada, Argentine and Australia raise more than they can consume. India at times is an exporter. Russia in pre-war days provided a large amount of wheat for importers. War and weather have changed conditions. Russia is starving. After raising hell instead of crops she is suffering the severe penalty, pestilence and famine. She is looking for the outside world to save her starving millions. It can't be done. World may contribute a little, but it will not save the millions that are suffering. United States and Canada are the bread basket for the world. Canadian crop is estimated around 270 to 290 millions. Last year they raised 293 millions. New crop of Australia and Argentine will not be ready until January, 1922. Price of wheat depends on what the foreign requirements will be. Last year we exported 366,000,000 bushels which valued \$840,000,000, the largest on record. Average price our wheat was taken for export in 1920 was \$2.50. Since then prices have shown a continual decline. World's financial condition is bad. United States holds over two-fifths of the

world's supply of gold. Can Europe finance heavy purchases? They are foxy buyers. They seldom follow bulges. We like to sell our surplus early.—*C. A. King & Co., Toledo, Ohio. From late Special Market Report.*

THE BIG FOUR

BY ISAAC PRIVATEWYRE

We are indebted to Mr. Privatewyre for the pen portraits of the gentlemen, associated with the Chicago market, whose likenesses are given in our illustrations. Our readers will no doubt find their own favorite among these four giants from the grain computation world.

B. W. SNOW

B. W. Snow of Bartlett Frazier Company, a great "International Grain Figure," dignified, excellent public speaker, politician, known in every world exporting center by his crop estimates and field reports. A force in the grain world where Snow estimates exercise a major effect.



—:—

PETER S. GOODMAN

Pete Goodman of Clement, Curtis & Co., a characteristic figure of modern La Salle Street. Positive, ebullient, oratorical; for over a decade has maintained himself in the front rank of grain writers and estimators by his grain estimates and common-sense market forecasts. As an addition, for full measure, he issues a remarkable series of monthly cotton reports.



—:—

JOSEPH WILD

Joseph Wild of E. W. Wagner & Co., editor of the popular Wagner Letter; "rapid fire" writer on grain, business, etc. Close observer of all economic news. Master of brevity and grain letter diversification.



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GEORGE LE COUNT

George Le Count of Stein, Alstrin & Co., an American of the solid grain belt type. High-class field crop investigator, patient endurer of the long vigils of crop belt travel, successful in all fields including an Argentina crop estimating tour. Famous this season for his Winter wheat crop reduction during May to a low total subsequently justified by United States reports. Also last, but by no means least, he is a mighty Nimrod, as shown by the photograph.



GOOD DEMAND AT MILWAUKEE

We have had quite a run of receipts here of grain of all kinds and at no time have we experienced any trouble in finding a buyer. Big quantities of wheat and corn are being shipped from Milwaukee via the lakes and we are looking forward to a continued demand from shippers right along. Our wheat millers are showing more activity and there is also considerable demand from our malting trade for barley of all kinds. Everything considered we feel the Milwaukee market will afford a ready outlet for grain of all description.—*E. P. Bacon Company, Milwaukee, Wis. Late market letter.*

AN ACTIVE MARKET AT PITTSBURGH

There has been a fairly active demand for corn here and past week under light receipts. It would not require much corn, however, to take care of the small demand which is principally for spot stuff. The movement from country stations shows a decided increase. Values here are, if anything, slightly under western terminal market quotations.

There has been a fair to good run of oats the past week. Many light weight oats are arriving but there is an impression that much better test weight oats will come along later. The demand for oats is very indifferent. Prevailing price the past few days on No. 2 White oats has been 40 cents Pittsburgh. Consuming demand is very light and elevators rapidly accumulating stocks.

The proposed reductions in domestic freight rates within the next 30 days has had the effect of keeping large buyers out of the market for future requirements as none of them desire to stock up at present rate basis.—*Harper Grain Company, Pittsburgh, Pa. Late market letter.*

CORN IN LIMITED SUPPLY

Our receipts of wheat are gradually growing a little less. The premium for choice 1 and 2 Red wheat is gradually increasing over the option and the margin between the 2's, 3's and 4's is gradually widening. The greater percentage of the receipts coming in now are grading 3 and 4. There has been no general buying by the millers in this market so far, although a few of them are in the market regularly, but as a general thing they are either getting the wheat they want locally, or else they are running on reduced time. It looks to us as though this choice Red wheat is going to bring an immense premium inside of two or three months. The ordinary Hard wheat from Illinois and Missouri is selling at a discount of about 3 to 4 cents under the 2 Red. The export demand is keeping up fairly well. At the close today they were bidding 13 cents over for 1 Hard or 1 Red. We feel pretty friendly to this choice wheat.

Corn is offered in a very limited supply and the demand is also quite limited. Fair prices are being obtained for Yellow corn, but White Mixed corn is going begging every day. We do not look for much recovery in this corn for the next week or 10 days, as the trade is generally too bearish to buy anything.

They are cleaning up these off grade oats in fair shape although the discount under the Chicago September is not narrowing up very much. Fortunately there is a fair demand for all of these oats and we think within 60 days they will sell at the usual discount of 2 to 3 cents under the Chicago option.—*Elmore-Schultz Grain Company, St. Louis, Mo. Late market letter.*

CHANGES IN MEMBERSHIP

Chicago.—The following were recently elected to membership on the Board of Trade: Geo. A. Rossman, Chas. E. Williams, Lacy J. Lee, Frank Ryan, Ralph Stoner, Chas. E. Burke, Chas. E. Valier and Chas. J. Sorrells. The memberships of the following have been transferred: G. P. Maloney, H. D. Richeson, L. S. Hoyt, W. A. Smith, Walton Storm, Oscar H. Riggs, Chas. H. Sterne and Walter W. Smith. Reported by Secretary John R. Mauff.

Duluth.—Memberships on the Board of Trade have been granted to T. L. Gibson, F. S. Lewis, R. M. Knox and A. S. Riches. E. S. Jennings, H. J.

Crofton, S. B. Gunderson and E. W. Myron have withdrawn their memberships on the exchange. Reported by Secretary Chas. F. MacDonald.

Peoria.—A. V. Laszloffy, assistant general manager of the U. S. Food Products Corporation and Arthur S. Jackson of Jackson Bros. & Co., have become members of the Board of Trade. Reported by Secretary John R. Lofgren.

Wichita.—New members on the Board of Trade are: Harry J. Williams, who is with the Geo. Koch Grain Company and W. J. Coleman of the Red Star Milling Company. Z. M. Evans of the Baker-Evans has purchased the membership of H. C. Rice and has made application for membership. Reported by Secretary R. B. Waltermire.

MINNEAPOLIS EXCHANGE PLAYS GOLF

To George K. Labatt of the St. Anthony & Dakota Elevator Company goes the honor of being the best of the Minneapolis Chamber of Commerce golf players, and this, members testify, is no mean honor. The first annual tournament was held August 2, over the links of the White Bear Yacht Club at White Bear, and was such a decided success that members of the Chamber of Commerce have requested the committee to schedule another one real soon.

Plenty of good golf was played, with the championship of the Chamber going to George Labatt,



GEORGE K. LABATT

better known as the "Mirror Lake prexy", who besides being a member of the Chamber of Commerce, is president of the Interlachen Country Club and a golfer who swings a "mean driver". That "Prexy" was on his game will be testified to by a large number of members of the Chamber who realized his score of 76 was the lowest. The second low gross score was won by Harry Van Every of E. S. Woodward & Co., who made a 77.

Jean Hartzell of Healy-Owen-Hartzell Company, won his first trophy scoring an 85, the first time he has been under 90 this season. Aided by a gift of 17 strokes he came in with a 68 net, the lowest of the day. M. G. Magnuson, of Northwestern Elevator Company, one of the directors of the tournament, received a prize for his net of 69. F. L. Carey won third low net prize with a 71. Dan McKinnon won fourth low with a 71.

The team match, scored by the Nasau system, was won by the Bulls, 20 to 17, the Bears failing to live up to their name. J. H. MacMillan of the Cargill Elevator Company captained the losers, assisted by Walter Brittan. B. F. Benson captained the Bulls, assisted by Walter G. Hudson of the Pioneer Steel Elevator Company.

REPORTS from Russia mean little, but such a varied authority insists that there will be a practical crop failure that there must be some truth in it. Even if South Russia has a surplus there is no means of transporting it to the famine districts.

TERMINAL NOTES

The Lynch Grain Company has succeeded the Magee-Lynch Grain Company of Cairo, Ill.

The Hepworth Grain Company of Winnipeg, Man., has increased its capital from \$5,000 to \$50,000.

The Lamb-McGregor Company, one of the oldest of the grain commission houses of Minneapolis, Minn., has gone out of business.

B. C. Moore of the Moore-Seaver Grain Company of Kansas City, Mo., spent the latter part of July on a vacation in the Pacific Northwest.

A. W. Avery, formerly with the Armour Grain Company at Kansas City, Mo., has engaged with the Shannon Grain Company of that city.

J. K. Christopher has left the Updike Grain Company at Kansas City, Mo., to represent E. W. Wagner & Co., of Chicago, Ill., on that market.

Jackson Bros. & Co., of Chicago, Ill., have taken over the Conover-McHenry Elevator at Peoria, Ill., and will operate it for a period of two years.

H. A. Birmingham, until recently with Moffatt Grain Company of Kansas City Mo., has formed a connection with the Mensendieck Grain Company.

David Stewart of Glasgow, Scotland, has succeeded S. Jones as manager of the Toronto Office of N. Bawlt Grain Company, Ltd., of Winnipeg, Man.

H. M. Pearson, superintendent of the Alberta Pacific Grain Company of Toronto, Ont., has left for Peace River, where he is locating grain elevator sites.

O. H. Ulling, cash grain man with Lamb-McGregor Company of Minneapolis, Minn., for the past 12 years has become connected with E. L. Welch & Co.

Henry Langenburg of the Langenberg Bros. Grain Company of St. Louis, Mo., is expected home shortly after a six months visit in England and the continent.

J. Carroll Fahey of John T. Fahey & Co., grain receivers and exporters of Baltimore, Md., spent the last week in July with his family at Atlantic City, N. J.

Lamour & Co., grain and hay merchants at 782 Drexel Building, Philadelphia, Pa., were recently elected to membership in the Philadelphia Commercial Exchange.

During July, John F. Ross, grain inspector for the Board of Trade at Amarillo, Texas, inspected 750 cars of wheat. The best record in a month previous to that was 288 cars.

The Scott-George Grain Company of Denver, Colo., has taken over the wire office of James E. Bennett & Co., at Sterling, Colo. M. P. Daniels is the manager of the office.

Stein, Alstrin & Co., of the Rookery Building, Chicago, Ill., have opened a branch office in the Wrigley Building, same city. The new office will be in charge of Albert Barrel.

Frank Seip, for many years with the New York office of the Quaker Oats Company of Chicago, Ill., has gone with O. J. De Vellier, New York representative of the National Oats Company.

The National Elevator Company of Indianapolis, Ind., has been incorporated with capital stock of \$100,000 by H. J. Barry, J. W. Jordan and G. F. Off, to construct and operate grain plants.

E. F. Leland & Co., of Chicago, Ill., have discontinued their Kansas City office at 1006 Baltimore Street, and will hereafter handle all their Kansas City business through the main office 403 Board of Trade Building.

George Rossen has been appointed vice-president of the New York Produce Exchange in place of J. Barstow Smull whose resignation was made necessary by his increased duties in connection with the United States Shipping Board.

The Donahue-Stratton Company of Milwaukee, Wis., and John T. Fahey & Co., of Baltimore, Md., have formed the Donahue-Fahey-Stratton Corporation at St. Joseph, Mo., to take over the Ellwood Elevators and conduct a general grain business both domestic and export. The new corporation

is organized under the laws of the state of Maryland with an authorized capital stock of \$200,000. The operation of the business will be entirely separate from that of its owners but they will direct its policy.

A new record for monthly wheat receipts was made at the Kansas City market in July. The arrivals were 14,120 cars, or 19,183,500 bushels. This total compares with a previous high aggregate of 18,916,200 bushels in August 1919.

Geo. A. Seaverns and his son, Louis C. Seaverns, of Chicago, Ill., have formed the firm of Seaverns & Co., to conduct a general commission business in grain, stocks and provisions. Offices are in the Continental and Commercial Bank Building.

Max Blumenthal of Cincinnati, Ohio, who before prohibition specialized in barley and rye also heavy Northwestern oats, sold his hay department to his former hay department manager Edw. A. Smith, and now specializes on consignments of all grains.

The National Elevator Company with offices at 20 West Jackson Boulevard, Chicago, Ill., has been incorporated with a capital stock of \$120,000 to deal in grain, farm products, etc. Incorporators are Abe C. Wiener, Roger L. Foote, H. A. Rothmund.

A board of trade has been organized by grain dealers at Muskogee, Okla. The officers are E. Bouldin, president, J. W. S. Bower vice-president, W. A. Bailey secretary, and Murrell Thornton, treasurer. These men and E. S. Adkins, Paul Bower and C. M. Evans constitute the charter membership.

The Armour Grain Company of Kansas City, Mo., has commenced operating its Elevator "B" at Turner, Kan. This was made necessary by the large amount of wheat handled by the company on this crop. The company's Elevator "A" with storage capacity of 5,600,000 bushels is also in full operation.

Fred D. Stevers, until recently with the cash grain department of J. S. Bache & Co., Chicago, Ill., has engaged in the grain commission business on his own account with offices at 327 South LaSalle Street. Mr. Stevers has had an unusually wide experience in the grain business on the Chicago market and will have every facility for rendering the best personal service to his customers.

The Nutritia Products Company has been formed to succeed the former Nutritia Company at Cincinnati, Ohio. The president and general manager of the new company is E. C. Eikenberry, who has been for many years a leading spirit in the hay, grain and feed business to which he has devoted practically all his business life, and served two years as president of the Grain Dealers National Association. The company owns and operates elevators, mills and warehouses at Cincinnati and Lawrenceburg, Ind. It manufactures a full line of dairy, poultry, horse and stock feeds under the Nutritia brand.

John W. Radford, for 28 years associated with Pope & Eckhardt Company of Chicago, Ill., and its predecessors, formed a connection with the cash grain department of the Updike Grain Company of Chicago, to take effect August 8. Few men are more favorably known in territory tributary to Chicago market than Mr. Radford. He has always been keenly interested in the growth and betterment of the grain business through association work and is a member of the Arbitration Committee of both the Grain Dealers National Association and the Illinois Grain Dealers Association. He will devote his entire time to the cash end of the business of Updike Grain Company, which is one of the largest and most successful grain firms in the west.

A committee made up of five prominent business men of the West, recently appointed to formulate plans for the reorganization of the Nye, Schneider, Fowler Grain Company of Omaha, Neb., have brought in their report. E. N. Mitchell, grain dealer of Lincoln, Neb., will become president of the company, succeeding Frank Fowler. Paul Colson of Fremont is elected for the vice-presidency, Emil M. Hahn, secretary and I. P. Davies, treasurer. Harry S. Byrnes, J. E. Phelan and L. N. Perrin will be elected additional directors. It is expected

the company will resume business in a short time. The capital stock is \$3,000,000. Although the company suspended operations several weeks ago due to financial difficulties, its subsidiary companies numbering six or more have continued business without interruption.

The firm of A. L. Goetzmann, Inc., has been formed at Minneapolis, Minn., for the purpose of engaging in the business of merchandising wheat to mills. Mr. Goetzmann, head the firm, was for 10 years secretary and manager of the Listman Mill Company at La Crosse, Wis. The officers of the new company are, A. L. Goetzmann, president and treasurer; John H. Riheldaffer vice-president and C. S. Heineman, secretary.

FARMERS FINANCE CORPORATION BARRED FROM INDIANA

The Indiana Securities Commission on July 19 denied the petition of the Farmers' Finance Corporation, a Delaware corporation organized to finance activities of the United States Grain Growers, Inc., a co-operative purchasing and selling body, to sell \$750,000 of its preferred stock in Indiana.

The securities body gave no specific reasons, but it is understood the petition was denied because the corporation did not supply all required information and because it is organized with \$100,000,000 of preferred stock and only 21 shares of common stock of no par value, which has been sold to the 21 directors for a consideration of \$2,100, only partially paid in.

In one place where the Securities Commission's blank form that requires the salaries received by officers of the corporation be stated, the spaces were left blank by the Finance Corporation. It is also thought that the fact that the corporation intends to sell \$100,000,000 worth of preferred stock, and that the affairs of the company are to be entirely in the control of 21 directors holding 21 shares of common stock, for which they are to pay only \$2,100, had great weight in the Commission's decision to deny the petition. The corporation's statement also showed that in only two instances had holders of the common stock actually paid for it; in one instance one-half of the sum had been paid, and the majority declared they would pay for the stock on demand.

On August 3 a rehearing of the case was granted by the Commission, and the petition was again denied.

FRANCE DEPENDENT ON GRAIN IMPORTS

France in 1913 (a typical year for statistics relative to the economic situation before the war) produced 316,645,237 bushels of wheat. The average production for the 10 preceding years exceeded 322,608,000 bushels. This production was reduced in 1919 to 182,031,564 bushels, which represents a deficit of 44 per cent on the average production. The year 1920 produced 229,880,196 bushels, a large increase over the preceding year, and if the conditions for 1921 continue favorable, the yield this year will be even greater.

Imported wheat costs from 94 to 114 francs per quintal (\$18.14 to \$22 for 3.66 bushels), and this price includes 19 francs for customs duties, octroi, etc. Despite good-crop conditions, it will be some time before France can be independent of imported wheat. The country has been obliged to pay its farmers 100 francs (\$19.30 at normal exchange) per quintal, whereas the pre-war average price of wheat varied between 25 and 27 francs (\$4.82 to \$5.21) per quintal.

Harvest returns this year make the outturn of wheat 248,000,000 bushels; probable requirement will be 56,000,000 bushels of wheat, of which about 16,000,000 bushels can be furnished by North Africa. Broomhall expresses some doubts as to the accuracy of these figures, and calls attention to the increased consumption which is liable to result from the removal of Government restrictions and regulations of the wheat trade. The French are normally extensive consumers of wheat bread, which forms a good proportion of their food, and they are

not apt to continue the substitution of rye and corn which was compulsory under Government restrictions.

TO INVESTIGATE GRAIN GRADES

John Lee Coulter, dean of the Agriculture College of West Virginia, is now in Minneapolis on his trip as a special investigator for Secretary of Agriculture Wallace and when he has completed his work, which will take several months, will report on the economic effect of the present grades, and their application by the country elevator buyers. He will investigate charges of unfairness against Federal grain grading laws and will send personal representatives into districts where grain is being sold to watch the Federal grading laws in practice.

Farmers maintain that it is unfair that wheat mixed with wild peas, cockle and kingheads should be given lower grades when such foreign matter is easily separable and should be only subject to dockage. The investigations will be compiled in carefully prepared reports and submitted to the Secretary of Agriculture, who has been urged to change the present Federal grades, but who declared he would do nothing until a sufficient investigation had been made.

In conjunction with Professor Coulter's work the Secretary has ordered Professor L. A. Fitz, chemist



JOHN LEE COULTER

and specialist in the milling investigation of the Kansas Agricultural College, to conduct an inquiry to find if moisture is a degrading factor in the grading of wheat as held by some representatives from farming communities at congressional hearings. He is commissioned to get the milling effect of the grades.

The moisture question, that of so-called "inseparable" materials, the cost of removing them, their value after removed, the effect on flour quality when removed, and the cost of drying wheat if the moisture is taken out, are the points which Professor Fitz will study and report on to the Secretary.

DOES IT PAY TO FIGHT GRAIN PESTS?

If all the wheat now destroyed annually by pests could be saved and made into flour the United States Department of Agriculture says it would add approximately 29,463,700 barrels to the yearly output of the Nation. The annual production of wheat in this country for the four-year period 1916 to 1919, inclusive, was 783,849,500 bushels. The annual loss from disease during this period was 147,318,500 bushels.

In addition to these fungus and insect pests, rodents levy an annual tax of more than \$12,000,000 upon agricultural products in the United States. That of this sum the wheat crop suffers to the extent of 6,000,000 is a conservative statement. Minnesota's share of this may be \$500,000.

This estimate of state loss must be regarded as

only approximately correct since conditions vary in different parts of the state and in different years, and it is impossible to obtain exactly correct data on this point. Reports from various county agents give from \$600 to \$2,000 and \$3,000 as the annual county loss on grain caused by "gray gophers," as they are commonly though erroneously called, and the "striped gopher," so-called.

These pests of wheat, except the pocket gopher, are easily controlled by using poisoned grain which may be bought already prepared or may be made by the farmer himself. Poisoned grain is most effective when used when green food is not available. Minnesota has never suffered and probably never will suffer from rodents in its wheat fields to the extent observed in many of our far western states.—F. L. Washburn, University Farm, St. Paul, Minn.

THE TINCHER-CAPPER BILL PASSES SENATE

The Tinch-Capper Bill, known as the "Future Trading Act," passed the Senate on August 9 without debate or roll call. Many changes were made in the Senate Committee, leaving the bill in far better condition than as it passed the House. It now goes to conference and will probably become law before adjournment.

In its definitions the Senate added the clause that "the term 'future trading,' as used herein, shall not include any sale of cash grain for deferred shipment." It also provided that records of trades in futures shall be open for inspection to the Department of Justice as well as to the Department of Agriculture. Another amendment provides that a "contract market" shall have adequate storage facilities and recognized official weighing and inspection service." All records of trades must be kept in permanent form and on file.

Among the rules governing "contract markets," section 5, is one providing: "That no rule of a contract market against rebating commissions shall apply to the distribution to its bona fide members of patronage profits by any such co-operative association, substantially all of whose business consists of handling grain produced by its members."

"(g.) When the governing board thereof prevents any member thereof from operating or controlling a privately owned or leased telegraph or telephone line connected with any city, town, or community other than another contract market, which is used as the instrumentality in the making of contracts taxed by section 4." (Future trades.)

A Commission is provided consisting of the Secretary of Agriculture, the Secretary of Commerce, and the Attorney General, with power to close a contract market, as such, or to act as a board of appeal. Other amendments propose to modify the records which members and exchanges must make of all transactions to be available to the Secretary of Agriculture; to suspend members under certain conditions; provide for Government publicity of investigations conducted and business transacted; and to prevent false reports.

Section 3 of the bill provides for a tax of 20 cents per bushel on every privilege or option of purchase or sale of contracts known to the trade as "privileges," "bids," "offers," "puts and calls," "indemnities," or "ups and downs."

Four other amendments are badly needed. Changing the section providing a penalty for manipulation, to one preventing "undue and unnatural depressions or advance in the price of any grain or the cornering of any grain market"; striking out the permission to rebate patronage dividends; striking out the clause covering private wires; making provisions for appeal to hasten an exchanges designation as a "contract market."

On August 13 the amendments made by the Senate Committee and adopted by that body, were accepted by a joint conference of committees from the Houses and Senate with a few minor changes, and will probably be passed as reported to the two legislative bodies for final action.

WHEAT FOOT ROT DISEASE

BY L. E. MELCHERS

State Plant Pathologist, Kansas Agriculture Experiment Station

There has been considerable injury to wheat in Kansas the past year, which is shown by the reduced yield in many fields. It should be distinctly understood, however, that no one factor was responsible for all this injury. A number of factors, including the serious freezes, an overabundance of rain in some sections, the lack of timely rain in other sections, combined with various root rot diseases resulting from soil infection, figured in this reduced yield.

Since it is the duty of a station plant pathologist to be on the look out for new diseases, a report is being made at this time on a "foot rot" of wheat which has increased in the past year, in particularly one county in the state; namely, Dickinson County.

A few years ago, attention was called to the state pathologists of the Union, to a new disease resembling the so-called Australian "Take-all" disease, which had made its appearance in Indiana and Illinois. Field conferences were held and as many pathologists as were able attended these meetings, saw how this disease acted in the field. It necessarily followed, that after this injury was seen in its active form in the fields of Illinois and Indiana, a careful search was made and a lookout kept for the appearance of this or a similar trouble.

Last year, the first suspicious specimens of a wheat "foot rot" resembling the Australian Take-all came to the Kansas Agricultural College for examination, having been sent in by farmers from Dickinson County. It was late in the season and no thorough survey or search could be made at that time. Plans were carefully laid, however, to follow up clues concerning this wheat disease that was occurring in spots. Everything was prepared for a thorough search in the spring of 1921. Upon the first indications, field trips were made over this county and a special agent was stationed in Dickinson County to make a survey.

As far as can be learned, this disease appeared in the county at least two years ago, but the farmers believed that these spots were due to "thin spots in the soil." This year, however, they became convinced that it was more serious than they first thought; in fact, fields that had shown indications of this disease two or three seasons in some cases, had their yield cut 50 per cent. Apparently the spots increase in size, particularly if wheat follows wheat. It is very difficult to say how this disease got started in this state. It may have been here in unnoticeable quantities for some time and did not make its striking appearance until recently.

A careful and thorough search was made of a number of counties in the main wheat growing district this year. Up to the present it seems to be almost entirely confined to Dickinson County. One report shows it to be in Riley County and another in Saline County. At present there has been no direct correlation between the appearance of the disease in fields that have been in wheat the longest, although there may be an indication in that direction. There is no question, however, but that the soil diseases will become more abundant in land which is continually planted to the same crop.

The disease is first noticed by plants remaining more or less stunted and yellowish-brown in appearance in spots. These spots may vary from a few feet to 15 or 20 feet in diameter, growing larger each season that the field is in wheat. The lower nodes next to the roots become badly blackened from the fungus infection. Gradually the roots decay and the plants die. In some instances, a plant will form one or two culms, but the seed is generally badly shriveled, or the heads fail to fill entirely.

The only recommendations which can be made at this time which are precautionary, since little is known regarding this disease, are to avoid using seed from fields that show these spots, since we have no definite information whether it can be transmitted by the seed. It is advisable to carry out this precaution. It probably will become necessary not to put wheat, oats, barley, or rye back in such fields for the next two years, since we do not

know enough about its possible attack on oats and other cereals. It will be advisable to put such fields in such crops as Alfalfa, sorghum, corn, etc., for the next two years, until we have information as to its liability to attack other cereals.

As to the cause of the disease, it may be said that

it is fungus in nature, lives over in the soil, and is closely related, if not identical with the disease which has been reported in Australia and has been called the Take-all disease of wheat. It is known to do a great deal of damage in this country since first encountered here.

TRADE NOTES

The Nordyke & Marmon Company of Indianapolis, Ind., has announced a number of changes in the official and executive personnel of the company, including the appointment of A. R. Heiskell and H. C. Shafer, as two new vice-presidents. H. L. Purdy, formerly assistant treasurer fills Mr. Heiskell's former position as treasurer. H. H. Rice, formerly sales manager, has become secretary of the company in Mr. Shafer's place. H. H. Brooks has been made sales manager, and A. J. Rogers, advertising manager, has assumed his former place of assistant sales manager.

The Weller Manufacturing Company of Chicago, Ill., has outdistanced most grain elevator vocational literature in its new catalog 35 L, which has just been published. It's especially attractive cover is the portal to a gallery of pictures of grain elevators numbering scores of houses of various capacities, all of which are wholly or in greater part equipped with Weller-Made machinery. Full sized half tones are given of the company's elevating and conveying specialties and there is also listed and described the Improved Ideal Car Loader, their One Man Elevator and the Improved All-Iron Over Head Truck and Wagon Dump, together with line of Driers, Coolers and Toasters for grain. If you have not received your copy of this useful catalog, a request will bring one to your office.

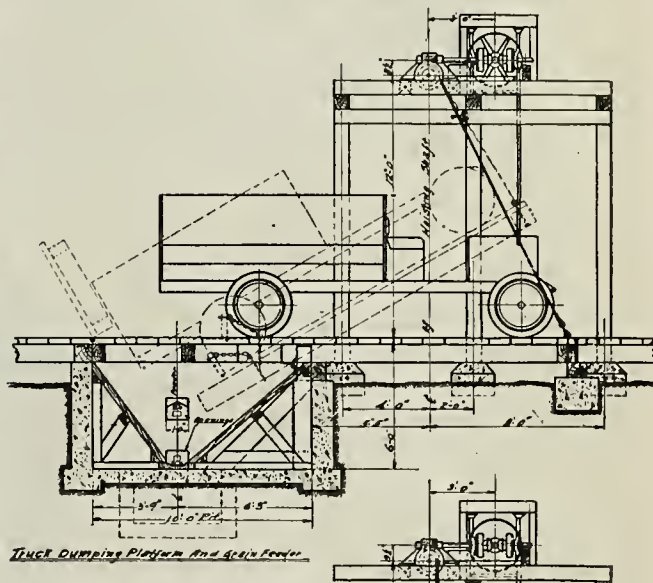
A. M. Crain & Co., was organized in July, with general offices at Chicago, Ill., and branch offices at New Orleans, La., and Detroit, Mich., to carry on general construction work, build grain elevators, warehouses, etc. The firm is composed of A. M. Crain and A. E. Eiserer, both well known grain elevator engineers. Mr. Crain, after graduating from an engineering course at Purdue University, was for seven years a partner in the firm of Janse Bros., Boomer, Crain and Howe and for two years was with Witherspoon-Englar Company, as vice-president in charge of construction. Mr. Eiserer received his technical training at Lewis Institute. He is a licensed structural engineer and for over 15 years was associated with James Stewart & Co., of Chicago, as designing engineer and also had charge of estimating and purchasing. Twenty days after the firm was organized, they took the contract for the new work on the Public Grain Elevator at New Orleans, which is mentioned in detail in the news departments of this issue.

Aside from its unique machinery interest, Webster Method for August, published by the Webster Manufacturing Company of 4500-4560 Cortland Street, Chicago, Ill., has a leading article which will prove excellent reading for the employe or the head of any business. Its title is "Think Beyond Your Job" and the whole is as follows: "Although every industry is crowded with men who started on an equal footing with those who are now the leaders, it is only here and there that a man rises above his fellows. And the answer is always the same—he was prepared to qualify when the opportunity came. Such men do not long remain hidden; they are bound to stand out from their fellows. This is an age of action, and the man who selects an objective and possesses the determination to acquire it, is on the high road to success, for thousands are merely hoping for the success which, somehow, never comes. Passing from the shop helper to the executive into whose care is placed the investments and management of large business, is, in the last analysis, merely a matter of action, and learning to out-think your job. Brains pay the

highest dividends of any investment in the world, but your job is like an account at the bank—you can't take out more than you put in. Let us add another rule for the achievement of success—Learn to think beyond your job."

THE WELLER TRUCK AND WAGON DUMP

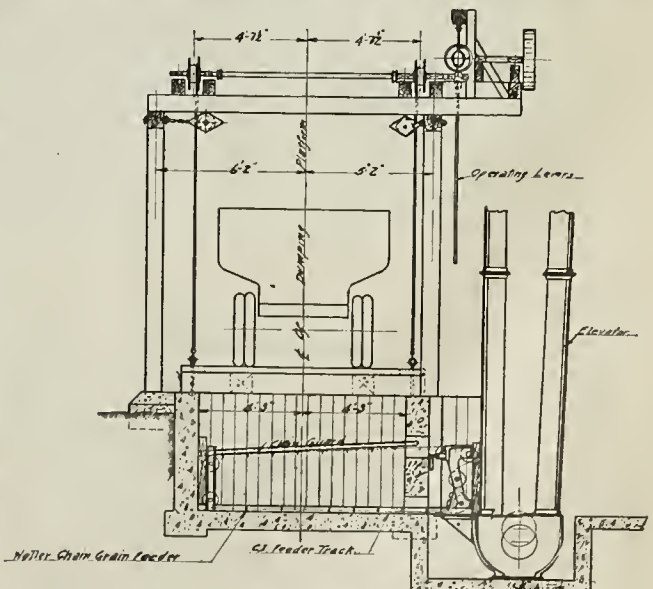
An unusually comprehensive view of the Weller Truck and Wagon Dump, manufactured by the Weller Manufacturing Company, of Chicago, Ill.,



SIDE VIEW OF TRUCK-DUMPING PLATFORM AND GRAIN FEEDER

is shown in the accompanying illustrations. This dump is made in the manner and style of all Weller machinery. It is built for service, is simple in operation and can be easily installed in any grain elevator. Any one familiar with tools and machinery can build the frame and install the lift.

All the mechanism of the dump is worked in full view and under control of the operator from be-



END VIEW OF PLATFORM AND SECTION OF FEEDER PIT

ginning to end of the operation. This control is made possible by a worm gear on the hoisting shaft which gives positive lock at any point of lift. In this positive drive there are no brakes, hydraulic pumps, or air chambers required. The dump can be attached to line shafting, operated by motor or gas engine or arranged for hand power.

Chicago, The Hay Dealers' Mecca

Plans for the Annual Convention of the National Hay Association Present Many Subjects of Interest to the Trade

ALL ROADS for hay men will lead to Chicago on August 23, 24, when the annual convention will be held there with headquarters and meetings at the Hotel Sherman. The program of the meeting is of great interest, but the meetings will only occupy a small part of each 24 hours, and for the remainder of the time Chicago will be at your service.

And Chicago is a magnificent playground as well as being the second city in size and commerce in the country. Its industries afford a wonderful education, just for the trouble of going through them. A visitor can take a Halsted Street car on Clark Street and ride south to the main entrance of the Stock Yards at Root Street, where guides are ready to show visitors around from 9 a. m. to 3 p. m. Montgomery Ward & Co., and Sears-Roebuck & Co., the two largest mail order houses in the world, welcome visitors to their mammoth plants. A pass can be obtained to go through the steel mills at South Chicago; and innumerable other industries invite inspection. The retail stores on State Street and the shops on Michigan Boulevard cannot be surpassed anywhere in the world and would repay even a bachelor a visit.

Or perhaps you would rather spend your spare hours out of doors. The Municipal Pier, the \$5,000,000 structure which accommodated more than three million visitors at the recent Pageant of Progress, invites you to its cooling delights; there are nearly 30 miles of frontage on Lake Michigan within the city limits and innumerable bathing beaches along its whole extent. These might be worth a visit even if you don't feel the call of a swim. The many parks offer public golf links which are kept in splendid condition; tennis courts and other amusements; you can even play croquet with Brother Pickell. There will be something doing down at the White Sox Park at 35th Street, where the Chicago team plays Philadelphia on both days.

Perhaps you would be interested in the Zoological Gardens at Lincoln Park, one of the finest collections of wild animals in the country; or in the new Field Museum at Roosevelt Road and the lake, which has just been completed, it contains the finest collections west of the National Museum at Washington. Then there is the Public Library, the Art Institute, the John Crerar Library, all conveniently located in the loop district, and all richly repaying a visit. The Chicago surface and elevated lines have over 1,000 miles of track, and the Chicago Motorbus takes you through choice residence districts for 10 cents.

But if you have time and inclination for only matters connected with your business, you will, of course, get over to the Board of Trade. No doubt most of the hay dealers at the convention are more or less familiar with the operations of the Chicago Board. Those who are not will find a stimulating interest in the world's greatest grain market, where transactions covering thousands of bushels are closed with a sign and a nod, the deal being as binding as a formal contract. To strangers it seems inconceivable that such a volume of business can be transacted in such an informal manner, without great confusion and constant liability of mistakes. But, as a matter of fact, every trade is perfected in an orderly, accurate manner, and failure of confirmation is so rare as to be negligible.

As a hay market Chicago ranks second to Kansas City in the volume of business. Last year the receipts were 187,294 tons, which was a light year, as in 1919 the receipts were 261,687 tons. The railroads entering Chicago are so numerous and

so widely separated that a centralized hay market or plugging tracks are out of the question. Negotiations are now under way, however, to have each road establish its own plugging tracks. The Chicago, Milwaukee & St. Paul already has extensive trackage devoted to hay receipts at Division Street, but a general plugging system covering all railroads is still in abeyance.

The hay dealers in Chicago will extend a hearty welcome to every hay shipper and receiver in the country. The local Committee on Arrangements has a personnel which guarantees that every visitor will be comfortably accommodated and will have a good time. This Committee is headed by George S. Bridge, whose organizing and executive ability is well known to all hay men. Serving with him are John J. Badenoch; W. J. Byrnes; Edward Wittman and W. R. Mumford. The mere enumera-



CHICAGO BOARD OF TRADE

tion of these names is enough to convince the most skeptical that the convention arrangements will be carefully worked out and move without a hitch.

Ample thought has been given to the entertainment of visiting ladies. On Tuesday afternoon, August 23, the ladies will be the guests of the Chicago Board of Trade on a trip to the Field Museum where they will see life size models of various Indian tribesmen in characteristic groups; extraordinary examples of ancient and modern handicrafts and art from all over the world; one of America's most interesting collections of precious and semi-precious stones and jewelry; animals; birds; musical instruments; and products of forest and mines. On the following day the ladies will be taken on an auto ride through the park and boulevard system of Chicago, stopping for tea at the Drake Hotel, our newest and perhaps the most elaborate of our hostleries.

The convention headquarters will be at the Hotel Sherman and the sessions will be held in one of its spacious ball rooms. The management of the Sherman is known the country over for its courteous treatment of guests and its skill in managing successfully the accommodations for what would constitute a fair sized town in population. It may be of interest to know, too, that hotel rates in Chi-

cago are never boosted for conventions as is the case in many smaller towns.

The only ceremonial connected with the convention which will be held away from the hotel will be the banquet on Tuesday evening, given by the Board of Trade to members of the National Hay Association at the Union League Club. President Joseph P. Griffin of the Board of Trade will preside as toastmaster, and he will also give the address of welcome at the first session of the convention. Mr. Griffin is a forceful speaker and will have something worth while on both occasions.

The program of the convention, shown on the following page speaks for itself, although there is a wealth of material to be discussed which is hidden in the titles of "Committee Reports" or "Address." These discussions will hold the meat of the convention. At no time in recent years has the hay trade had such difficulties to face as at the present time. Most of these difficulties could be presented under the general head of "transportation," but there is a multitude of side issues, each one of paramount interest to some section of the country or to certain members of the hay trade.

On these questions the Association proposes to get down to brass tacks and wants every member with a grievance or a difficulty to come prepared to enter into the discussion, at least to the extent of presenting his case.

Like the majority of trade organizations, the members of the Hay Association are too prone to let a few leaders do all the talking. Now the Association has some brilliant men and splendid speakers, but very often the shy man who shrinks from the thought of hearing his own voice in public and who is never heard from the convention floor, is just the one with the idea that would settle the question, just the man who could clarify a statement or find the answer to a difficult problem out of the rich storehouse of his own experience. The more there are of such men who take an active part in the meeting, the more valuable it will be to all concerned.

But the convention sessions do not begin to give all the benefit that is to be obtained from attendance at these yearly gatherings. It is a time to get acquainted with prospective customers, a time to meet old friends, and a time to learn that a competitor who you suspect of having done you a mean trick once, is in reality a mighty fine fellow and never even thought of doing the thing of which you were told. To a great many dealers these things are the chief realities of the convention. Friendships are permanent, while the problems that seem

so big are transitory and often not nearly so important as they seem. So the man who goes with his cut-out of friendliness wide open is the one who profits most. And in no organization that we know of is this spirit of comradeship more manifest than in the National Hay Association. It has always been so. From its earliest days we have been told, sociability has been a distinctive feature of the meetings, and it is a fine old tradition to hand down and perpetuate. The new members of the Association, and there are many, should be made to feel it, too, and we have no doubt but that the old timers will immediately make them welcome to the inner circle.

President White and Secretary Taylor have provided a program for the convention sessions which is as strong if not stronger than any presented in recent years. Walter Lichtenstein, executive secretary of the First National Bank, Chicago, in his discussion of "The Present Financial Situation" has a subject which might easily lead us clear around the world, for America is bound by international conditions to an extent never before known, and the shackles of our world responsibility cannot be ignored nor shaken off.

It will be interesting to contrast the report of D. J. Sims, traffic manager of the Association, with

the address of President Finley of the Northwestern Railroad. Mr. Sims will show the excessive burden the shipper has to carry and Mr. Finley, the full load on the shoulders of the railroad. The buck will certainly have to be passed, and it is not unlikely that it will be shipped straight back to the Adamson Law, one of the most pernicious pieces of legislation ever foisted upon the American people.

C. R. Melcher, in presenting the subject of grades and the proposed changes, will have a real task if he pleases everybody. There is a wide divergence of opinion in the trade respecting hay grades. This divergence is sectional, as habit has set different styles in the various parts of the country, and it is something more, for certain elements in the trade would gain advantage at the expense of others. Here then will be a time when the motto of the Association should be kept blazing in letters of fire before the convention. "Not for self, but for all."

The entire program is appended. In some respects the reports may present a rather pessimistic outlook, but there is one thing which should be clearly borne in mind, and that is, that never before has the value of hay been so highly appreciated by scientists and feeders as now. Experiments over a long series of years has shown that proper nutrition in animals, full growth, and generous reproduction is impossible without the in-

deeply indebted. They have given generously of their time and their enthusiasm. They are the ones who had vision and the courage to fight for it, and now the fruits of their labors are manifest and at the service of the entire trade. Such leaders deserve our unstinted praise and gratitude, and such an Association our undivided and enthusiastic support. This can best be shown by your presence at the convention.

THE PROGRAM

TUESDAY, AUGUST 23

Opening Session, 9:30 O'clock

Call to order by President R. M. White, Duluth, Minn., singing of "America."

Invocation, Rev. H. J. Buckingham, Pastor Christ Church, Chicago, Ill.

Address of Welcome on Behalf of the City of Chi-

Report of Special Committee to eliminate the word "Hay," Geo. S. Bridge, Chicago.

WEDNESDAY, AUGUST 24

Afternoon Session, 2:00 O'clock

Report of Committee on Board of Directors' Report.

Address—"Horse Association of America," Wayne Dinsmore, Secretary, Chicago, Illinois.

Report of Committee on Resolutions.

Unfinished Business.

New Business.

Installation of Officers.

Adjournment.

The program seems innocent enough, but when the discussion centers on railroad rates, the work of county agents and the matter of new grades there are liable to be pyrotechnics, if not actual fire and brimstone. There will be something doing and the discussion of these subjects alone will be worth



COMMITTEE ON ARRANGEMENTS

Geo. S. Bridge, W. J. Byrnes, Edward Wittman, W. R. Mumford, John J. Badenoch

cago, and Chicago Board of Trade, Hon. Joseph P. Griffin, President Board of Trade, Chicago, Ill.

Response on Behalf of The National Hay Association, Warren H. Dean, Auburn, N. Y.

Memorial Address, F. D. Butz, Chairman, Kendallville, Indiana.

Reading Minutes of 1920 Convention, Secretary J. Vining Taylor, Winchester, Ind.

Report of Board of Directors, President R. M. White, Duluth, Minn.

Report of Legislation Committee, W. A. Cutler, Chairman, Adrian, Michigan.

Appointment of Committees.

TUESDAY, AUGUST 23

Afternoon Session, 2:00 O'clock

Singing of Patriotic and Popular Songs. Report of Chairman of State Vice-Presidents, Geo. F. Brown, Charleston, W. Va.

Address—"The Present Financial Situation," Mr. Walter Lichtenstein, Executive Secretary First National Bank, Chicago, Ill.

Report of Committee on Transportation and an

coming for, to say nothing of the rest of a most interesting program.

It is doubtful if the hay trade has ever passed through a more critical time than the present, and the Association needs the support and counsel of every member to meet properly the problems it is facing. So come, and be a part of a meeting which will be constructive and enlightening as well as most enjoyable.

These meetings only occur once a year and every dealer owes it to himself to attend. The expense is as much a legitimate part of your business overhead as any other part, for in the benefits may be many opportunities for saving, learned at the meeting, new business from old accounts, and quite likely new business connections which may return to you many times what you would pay to go to the convention. There is a stimulation in getting away



MUNICIPAL PIER, CHICAGO

address by D. J. Sims, Traffic Manager, Auburn, N. Y.

Report of Committee on Statistics, F. C. Palmer, Chairman, Chicago, Ill.

Discussion on Grades, opened by C. R. Melcher, Chairman Grades Committee, Baltimore, Md.

Report of Arbitration Committee No. 1, W. H. Toberman, Chairman, St. Louis, Mo.

Report of Arbitration Committee No. 2, D. S. Wright, Chairman, Weedsport, New York.

Report of Nominating Committee.

WEDNESDAY, AUGUST 24

Morning Session, 9:30 O'clock

Singing of Patriotic and Popular Songs.

Report of Grades Committee, C. R. Melcher, Chairman, Baltimore, Md.

Address—"Railroads Responsibilities," Mr. J. H. Finley, Pres. C. & N. W. Ry. Co., Chicago, Illinois.

Report of Committee on Trade Questions, Chairman Chas. England, Baltimore, Maryland.

Report of Special Committee on Trade Rules, Chairman Chas. England, Baltimore, Maryland.

Report of J. Vining Taylor, Secretary-Treasurer, Winchester, Indiana.

Report of Auditing Committee.

from the routine for a short time that is of certain value, and when this new environment is being enjoyed by hundreds of other dealers at the same time, then indeed is it worth while. You can learn of conditions in all parts of the country and get a new angle on every problem.

The Reception Committee will include H. H. Freeman, chairman, W. J. Byrnes, Felix Weinberger, L. Livingston, Ed. Wittman, W. R. Mumford, Frank Ely, Ed Doren, Jas. Fowns, Geo. Booth, Chas. Walters, M. M. Freeman, John Walters, Ralph Schuster, Joseph Badenoch, H. S. Austrian, Chas. W. Hunter, H. S. Carroll, Phil Schiffilin, John Kellogg, J. E. Brennan, J. R. Carter, Lon Lord, Fred SeEVERS, Lowell Hoit, Albert Kemper, J. R. Leonard, Earl Coombs, Henry Ramsey. If there is anything you want and don't see, just ask one of these and he will hand it to you on a silver platter, if there is a platter handy. At any rate you can be assured that every one of them will do his utmost to make your stay in Chicago pleasant and profitable.



HOTEL SHERMAN, CONVENTION HEADQUARTERS

gredients which hay alone can give. Concentrates, mixed feeds, and silage are right enough in their place, but the vitamins found in the leaf and stem of hay are essential to the well-being of all animals. The knowledge of these facts is penetrating to the outposts of the feed world, and the hay business is as stable and as unafraid of the future as any in the land. Automobiles and tractors have their little day, but the animal world will keep its numerical relationship to man nevertheless, and the great industry carried on and controlled by the members of this Association can look forward to long years of prosperity and deserved success and an ever increasing opportunity for service.

The services already performed by the Association are of a marked character. They have been done so gradually that the cumulative effect can only be appreciated by comparing the condition of the hay trade today and what it was a quarter of a century ago. Within that time an evolution has been effected; in grades, in inspection, in surety of contracts, and in trade ethics. The National Hay Association has been largely responsible for all of these reforms, many times having had to wage an up-hill fight against prejudice and ignorance, but always making progress, until today the hay trade is on a plane scarcely dreamed of 25 years ago. To a long line of devoted leaders the trade is

DEATH TAKES MILWAUKEE LEADER

The grain trade of the country lost one of its strong members and the Milwaukee Chamber of Commerce one of its recognized leaders on July 14, in the death of A. K. Taylor, president of the Taylor & Bournique Company, which occurred at his summer home at Nagawicka Lake.

Mr. Taylor was born at Rome, N. Y. He went to Chicago in 1881, entering the employ of the Armour Grain Company as an office boy. He worked his way up through various positions until 1898 when he was made manager of the Milwaukee Elevator Company, a subsidiary of the Armour Grain Company, operating the Chicago Milwaukee & St. Paul Elevators "B," "C," and "E."

In 1906 Mr. Taylor severed his Armour connection and formed a partnership with Clark Fagg under the name of Fagg & Taylor, and the firm oper-



THE LATE A. K. TAYLOR

ated Elevator "B," and after a time took over Elevator "E." Ten years later Mr. Fagg retired from the grain trade and the Taylor & Bournique Company, a corporation, was organized. The company has done a large business, being known today as one of the leading grain companies in the Middle West.

Mr. Taylor served three terms as first vice-president of the Milwaukee Chamber of Commerce and was a member of the Inspection and Weighing Committee continuously since 1908, being chairman at the time of his death. Mr. Taylor was known and highly respected as a man of unusual force of character and ability as a grain merchant and his loss is felt keenly by his associates and friends.

QUEBEC THRESHED GRAIN CONTESTS

BY EARLE W. GAGE

The Province of Quebec has inaugurated a method of promotion of better threshing and better production of field cereal crops which is advancing the grain industry of that Canadian section immensely.

In 1912 there was organized 59 standing crop competitions and eight seed fairs. So popular was the movement that in 1919 there were 174 competitions in which nearly 3,000 farmers took part, and 75 seed fairs with an average of 55 exhibits each. The grain exhibited at each was of exceptional quality.

"The main objection against the old system was the absolute lack of control over the competitor in both the standing field crop competition and seed fair," explained Jules Simard, seed branch representative for the Provincial Department of Agriculture, in outlining the improved methods used in this newer system. "In other words there may have been a successful field competition and seed fair in a county, and a farmer may have taken

part and won prizes in both, and still sow very poor seed on his farm, his exhibition grain not representing his farm product at all.

"A large amount of the Government money went to the professional exhibitor who would work to win a prize and fool the judge at the fair. In order to obtain this result, he may select a small quantity of grain by hand which he will bring for two or three years in succession to the seed fair, or buy from his neighbor or some other farmer an extra good bag of grain, bring that to the fair and get the best prize that is offered.

"The judge may give a prize to a sample of grain which is poor in germination, with the result that the exhibitor will make use of that to sell his grain or sow it himself and make a failure of his crop.

"So, while this system of improving seed by competitions and seed fairs has done considerable in the way of educating and spreading information to the farmers, it has not obtained the results desired, namely, that of making the average farmer sow better seed on his farm," concluded Mr. Simard.

After consulting the seed commissioner and the deputy minister of agriculture for Quebec decided to eliminate these obnoxious habits of professional seed showers, and inaugurated what is now known as the competitions of threshed grain instead of seed fairs. This system consists of judging the grain in the field, the same as before, and judging the threshed grain again at the farmer's premises in the winter, the awards being given on the combined results. The threshed grain is judged with score cards and the judge required to take from each lot a sample large enough to allow for analysis for a purity and germination test.

The rules which the competitor must adhere to are as follows:

The field crop competition must be organized and held in accordance with instructions given in official circulars.

The judges will examine the grain on the field at harvest in order to establish the standing of each competitor, using the official scale of points. At the time of the inspection of threshed grain, the grain will be scored again by the department based on the average number of points granted to each competitor. Eleven prizes, making a total sum of \$90 will be distributed for each variety, providing that there are at least fifteen competitors.

The prizes average from \$15 for first to \$2 for eleventh prize. Where there are less than 15 competitors and more than 10, the prizes range from \$13 for first to \$2 for ninth. No prizes are given if the number of competitors is less than 10 for the variety. The competitor receiving the largest amount in prizes receives a cleaning machine with sieves, instead of the money to which he is entitled, providing he has competed for at least four varieties of grain.

The main point to be noted in the regulations is the quantity of grain required for each competitor. In order that a farmer may compete for the first prize, he must have at least 25 bushels of well cleaned oats, 10 bushels of wheat, or 25 bushels of potatoes. Quantities required in other crops are smaller and in accordance with their degree of importance as field crops in Quebec. These grains must be sown, or sold, for seed purposes only. Germination test receives highest point, 20 per cent being credited for this.

This method compels the farmer to clean at least the quantity of grain required for the competition. The judge instead of going to the seed fair and examining one bag of grain, is permitted to go to the farmer's field and see what he has done toward deserving the awards offered. Besides, the judge is in a position to give the farmer valuable information, as his personal needs may require, regarding the cleaning machinery, treatment of seed for diseases, identification of weed seeds, etc.

It permits the farmer to find out from the results of the competition, the quality of grain that he has prepared for seed, the number of weed seeds that it contains and the percentage of germination, all of which are essential in successful cereal growing.

JAPAN bought 10,000 tons of wheat recently from Oregon millers, the first Oriental business of any size this season.

BOLTED STEEL BINS FOR GRAIN

Satisfaction to many owners has proven beyond a doubt that the metal grain bin is one of the greatest money savers that has been introduced in the grain industry in years. In the metal grain bin are combined all the advantages of every other kind of storage, with none of its disadvantages.

The protection given by a metal bin is one of its greatest recommendations. It is obvious that rats, squirrels, mice, and other rodents, as well as the vermin and pollution they distribute, are safely barred from a tight steel grain bin. The grain is turned out from long storage in metal bins as fresh and pure as when it stood in the field. Steel bins are made water-tight, and are proof against the elements. When properly grounded and anchored, they are absolute protection against lightning and windstorms. There is no wood or other inflammable matter built into steel grain bins, and as a consequence grain can be safely stored in them without insurance, since the metal bins are absolutely fireproof.

The Columbian bolted steel grain bin, manufactured by the Columbian Steel Tank Company, Kansas City, is the pioneer in metal grain bins. The fact that they are constructed of bolted sections allows them to be knocked down and moved anywhere, whereas almost any other type of bin is permanent in one place when once erected. The Columbian bin may be erected or knocked down in a day, and no expert erector is needed.

One important feature of Columbian bins is that they are built in ring sections, so that by the addition of extra rings the capacity of the bins may be increased. The economy in first cost, the protection afforded, and the durability of the steel grain bin are three arguments in its favor that has increased the interest in this type of storage. They may be purchased in sizes from 2,625 bushels capacity to 26,000 bushels. They may be



STEEL BIN USED FOR GRAIN STORAGE

erected in so short a time that this hardly need be considered, and may be removed anywhere from their original position whenever their owner desires. They can be erected so quickly that there is no longer an excuse for dumping grain on the ground for lack of storage room.

BARBERRY IN MINNESOTA

In Minnesota it is unlawful to sell, plant, propagate or maintain the common barberry bush. The purpose of the law is to destroy it utterly, for the black stem rust gets its start in the spring on the common (not the Japanese) barberry. The black stage of the rust cannot cause rust directly in grain and grasses; it must first infect the barberry which passes on the infection to wheat and grasses. Since the spring of 1918 more than 750,000 bushes have been found in Minnesota. Many have been destroyed, but many still remain to spread rust.

NEWS LETTERS

KANSAS CITY

B. S. BROWN - CORRESPONDENT

RECEIPTS of wheat at Kansas City in July established a new high record for one month. The total was nearly 20,000,000 bushels, which compares with a former record of 18,916,200 bushels in August, 1919. A new high record for one day was also made in July, 1,533 cars. The total number of cars was 14,206, nearly three times as much as a year ago and about 4,000 more than the big receipts of July, 1919 and 1920. The 10-year July average is 5,503 cars. Receipts of coarse grains in July were a little under the July averages.

Receivers in close touch with the country attributed the large initial movement of 1921 wheat to economic conditions. Farmers as a class needed money, due to the financial stringency resulting from a year of liquidation and falling prices, and were anxious to sell a liberal part of their crop without special regard to the prices obtained. Banks and other creditors were said to be urging farmers to market grain and take up their notes, many of which were of long standing. The situation this season was in sharp contrast with that of last year. Then farmers were talking of holding wheat for higher prices at a time when the market was around \$3 level and this year, with prices near a dollar, not a word has been heard of a holding movement. For the past 10 days the movement has shown a tendency to drop off a little and it is thought that the peak has been passed, though it may continue above the average for a month or so yet.

The car situation has not been much of a factor in the movement of wheat thus far this season. The supply has generally been adequate for all requirements. Occasional local shortages have been reported, but they have not been important. Some congestion developed in yards at Kansas City and a few elevators imposed partial restriction on grain sent to their yards, but all were purely temporary.

The record receipts of wheat at Kansas City in July met a broad and active demand and for nearly two weeks there was competition for all the offerings, with daily clearance good and the trend of the market generally upward. All classes of buyers were in the market, with mills the most conspicuous buyers, though elevators, shippers and exporters took liberal quantities also. The big Minneapolis mills and some of the Buffalo concerns had representatives on the floor and took several million bushels. Elevator stocks have increased more than 2,000,000 bushels in the past two weeks. The broad carlot demand, however, has not been sustained and the market has lost most of its advance.

J. C. Mohler, secretary of the Kansas State Board of Agriculture, and E. J. Smiley of the Kansas Grain Dealers Association have protested against the practice of Kansas City exporters of bidding for wheat on the basis of No. 1 with lower grades at the old Government discount. Several conferences have been held on the matter. The old Government schedule, it was said, is unfavorable to farmers in many cases.

Practically no choice Red wheat has been received at Kansas City from the new crop thus far. Most of the grain has graded around No. 3, due to light weight and the presence of foreign matter. Some samples have contained as high as 15 per cent cheat. Mills using this grade of wheat have had difficulty securing enough choice grain for their requirements. Many millers think this grade will probably command a substantial premium unless there is a decided improvement in the quality of arrivals.

A cut of \$6,000,000 in the assessment on the four grain elevators in Wyandotte County, Kansas, operated by Kansas City grain firms, made by the County Commissioners acting as a Board of Equalization, has been sustained by the State Tax Commission. The State Commission held that the County Assessor assessed all the grain that was received at the elevators instead of only that which was actually owned by the elevators. The four concerns involved in the appeal were the Armour Grain Company, the Frisco Elevator Company, the Terminal Elevator Company and the Simonds-Shields-Lonsdale Grain Company. The return which they made on the amount of grain which each owned during the year preceding March 1, had been greatly increased by the county assessor. The County Board of Equalization was appealed to and it reduced the assessments to the original assess-

ments in every case. From these reductions, Assessor W. G. Bird had appealed. The State Tax Commission held that the figures which Bird obtained from the Kansas State Inspection Department, on which he based his assessments, did not allow him to arrive at a fair average of the grain owned by each elevator during the year. Much of the grain that the inspection department had noted was that received for cleaning, grading and weighing.

The terms under which Germany recently secured credit for the purchase of around \$50,000,000 worth of grain and grain products in this country have not been found attractive to many exporting firms. Payment is made with acceptances which must be disposed of by the firm selling the grain. There has been a fairly ready market for the German paper, but generally at a discount and for this reason there has been a good deal of delay and confusion in the transactions. Some Kansas City firms have been selling to Germany recently on this basis and others have declined to do so.

President Ben L. Hargis of the Kansas City Board of Trade has offered the Kansas Public Utilities Commission the assistance of the Exchange in its investigation of the propriety of reducing freight rates on grain and in helping to put through the results of the investigation. Writing to Judge Clyde M. Reed of the Commission, Mr. Hargis said grain dealers are anxious to assist in obtaining a reduction and tendered the services of the Transportation Department under W. R. Scott.

The Missouri Legislature shortly before adjournment passed a bill placing the private inspection fund of the State Grain and Warehouse Department under the control of the state treasurer. Before the ousting of James T. Bradshaw as chief of that department, a part of this fund was used to pay extra salaries and expenses. It now becomes a regular state fund. The private inspection fees totaled about \$30,000 a year.

Stephen J. Mayhood, representing the Car Service Department of the Interstate Commerce Commission, has been in Topeka recently for the purpose of securing an adequate number of cars for wheat shippers. The purpose of the Commission, he said, was to get Kansas as many cars as possible and to keep the wheat moving as rapidly as possible. Eastern roads have been slow to allow their cars to come into Kansas due to the heavy movement of grain to the Gulf ports. A large number of local car shortages have been reported in Kansas, but the general situation is satisfactory and is much better than a year and two years ago.

H. A. Birmingham, formerly with the Moffat Grain Company, now represents the Mensendieck Grain Company in the cash market.

Total deliveries on July contracts at Kansas City were 278,000 bushels of wheat, 510,000 bushels of corn and 100,000 bushels of oats.

Charles Avery has left the Armour Grain Company and is now with the Shanon Grain Company. John F. Surgrue of the Armour Grain Company is an applicant for membership on the Exchange on transfer from T. P. Gordon of St. Joseph, Mo.

Oscar Cook, of the Barnes-Piazek Company, has left that concern and his membership in the Kansas City Board of Trade has been transferred to Glen F. Hilts of the Larabee Flour Mills Corporation. George Vogt, formerly wheat buyer for the Larabee firm, is now with the Barnes-Piazek Company.

Charles Kennedy of Charles Kennedy & Co., Buffalo, a member of the Kansas City Board of Trade, was here the latter part of July buying wheat for the account of eastern mills.

J. K. Christopher, formerly representative of the Uddike Grain Company at this market, now represents E. W. Wagner & Co.

L. M. Betts, of the car service division of the American Railway Association, and Col. E. R. Robbins, Director of Operations of the Interstate Commerce Commission, have been in Kansas City several times recently in regard to the general transportation condition in the grain area. They came here after studying the situations in Minneapolis and Omaha. It was rumored at the time of the big receipts of wheat that various embargoes were contemplated, but no such action was found necessary. The first part of the month around 4,500 cars of grain, chiefly wheat, were in Kansas City railroad yards and

nearly all elevators were swamped with work, but as receipts of wheat soon began to drop off and as there is plenty of elevator space available here, no restrictions were placed against the movement. Due to the fact that Minneapolis mills have been heavy purchasers here recently, elevators handling that class of business have reported the worst congestion.

Elevator operators at Kansas City renewed their labor contracts for the coming year without much discussion. Reductions of 10 to 20 per cent, with the average about 12 per cent, were accepted under protest, but at no time during the conferences did it appear that a strike or other serious disagreement was probable, such as was experienced at Chicago. The fact that labor is plentiful accounted chiefly for the prompt settlement of the contract and wage question. Common laborers now receive around 55 cents an hour.

PHILADELPHIA

T. A. SIEBER - CORRESPONDENT

ACCORDING to the monthly report of the statistician of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on August 1 was: 495,478 bushels wheat, 529,386 bushels corn and 185,894 bushels oats compared with 561,090 bushels wheat, 760,136 bushels corn and 210,084 bushels oats on July 1 and 1,270,602 bushels wheat, 79,338 bushels corn and 143,921 bushels oats on August 2, 1920. Receipts of grain at Philadelphia during the month of July were: 2,130,799 bushels wheat, 393,563 bushels corn, 223,608 bushels oats, 4,843 bushels rye and 1,241 bushels barley. Exports from this port during the month of July were: 1,483,038 bushels wheat and 574,818 bushels corn.

New memberships in the Commercial Exchange have been petitioned for during the past month by Erie Railroad Company and Lamour & Co.

Fred Griffen, connected with the Barnes-Irwin Company, Inc., and family have taken a cottage at Ocean City, N. J., until the latter part of August.

Samuel A. King, manager feed department M. F. Baringer & Son, has returned from Charlestown, Mass., having spent several weeks there with his family.

Joseph F. Huey, Philadelphia hay and grain merchant, a member of the Grades Committee of the New York State Hay & Grain Association, will attend a convention of that organization to be held at Syracuse, N. Y., August 18 and 19.

Norwood P. Holland and Joseph A. Huey have been appointed as representatives of the Commercial Exchange to the twenty-eighth annual convention of the National Hay Association to be held at Chicago, Ill., August 23 and 24.

Harry Shutts, aged 64 years, died July 23 at his home, 1925 Girard Avenue, Philadelphia. Mr. Shutts was engaged in the grain feed and flour business and owned several farms throughout Delaware and has been a member of the Commercial Exchange for seven years and of the Philadelphia Flour Club. The funeral was held at Viola, Del.

A. M. Stover, grain and feed merchant, has moved his office to 325 Bourse Building.

H. O. Andrews, Mapleton, Pa., has purchased the grain warehouse and grist mill of Andrew Rogers, near McVey, Pa.

James Rumsey will build a small feed grinding mill at Greenville, Pa.

At a meeting of railroad men in Washington last week it was agreed that the Philadelphia differential on shipments to the Carolinas should be an even split between that accorded New York and that allowed Baltimore. The question of the differential on shipments to Virginia cities will be decided later in the month, and belief is that the same measure as accorded to the Carolinas will be allowed. Philadelphia was represented by George P. Wilson, of the Chamber of Commerce at this meeting.

The Braddock Feed & Supply Company, Braddock, Pa., has removed to a new location opposite the B. & O. Railroad Station.

F. M. Wilson, hay merchant, is visiting at Lemar, Calif., and will return in a few weeks.

A circular letter sent to all members of the Commercial Exchange appealing for flour for the destitute Armenians has brought in subscriptions amounting to about \$4,000; among which the Atlantic Seaboard Flour Mills contributed a carload or about 200 barrels; Samuel Bell & Sons, Wm. M. Richardson, Quaker

City Flour Mills, Hubert J. Horan, Richardson Bros., and H. D. Irwin each contributed 25 barrels. The Near East Relief ship is expected to sail from Philadelphia about August 15.

John C. Wilson, grain and feed merchant, and wife have taken a cottage at Ocean City, N. J., for the remainder of the summer.

A. J. Stites, feed merchant, and wife, have gone to Cape May, N. J., where they have taken a cottage until the middle of September.

Stackhouse Coal & Feed Company, Burmont, Pa., has been granted a charter under the laws of Pennsylvania with a capital stock of \$10,000. The incorporator is James J. McShane.

George P. White, flour merchant, and family, have gone to Ventnor, N. J., for the remainder of the summer.

George G. Omerly, of the Hancock Grain Company, gone to Ventnor, N. J., for the rest of the summer.

Horace Kolb, grain merchant, and family, expect to stay at Pheonixville, Pa., for the remainder of the summer.

Figures just issued by the Pennsylvania State Department of Agriculture indicate that while the number of farms in Pennsylvania dropped from 219,295 in 1910 to 202,252 in 1920, the value increased 28 per cent, being given as \$1,330,254,700 in 1920. The average farm is valued at \$6,577.

Harvey C. Miller, Morris F. Miller and Roy L. Miller, of the firm of L. F. Miller and Sons, grain merchants, have taken cottages for the summer at Ocean City, N. J.

David H. White, of the Hancock Grain Company and family, have moved to Chelsea, N. J., until early September.

George A. Magee & Co., receivers and shippers of grain and hay, have moved their offices to 380 Bourse Building.

John A. Killpatrick, grain and feed merchant, and wife, have taken a cottage at Ocean City, N. J., for the remainder of August.

The president of the Commercial Exchange has appointed Philip R. Markley, George G. Omerly and Wm. B. Stites as the Settlement Committee on off-grade corn.

The Oats Settlement Committee of the Commercial Exchange has changed the settling differences on off-grade oats and hereafter they will be 2 to 3 cents for No. 3 White oats and 4 to 6 cents for No. 4 White oats.

According to the Bureau of Crop Estimates of the Department of Agriculture, the condition of Winter wheat in Pennsylvania on August 1 is 90 per cent of normal, compared with a 10-year average of 91 per cent, forecasting a yield of 25,322,000 bushels. Corn is 90 per cent of normal compared with a 10-year average of 86 per cent, forecasting a yield of 65,664,000 bushels. Oats is 76 per cent of normal compared with a 10-year average of 90 per cent, forecasting a yield of 34,143,000 bushels.

Pennsylvania state agricultural authorities have increased their activities in fighting the Japanese beetle in the southeastern section of the state and special attention has been given to the maintenance of the quarantine against removal of any uninspected products from the area. The state agents have killed many specimens of the pest.

Corn fields in northwestern Berks County were recently leveled by a 40 mile gale and rain storm causing great damage to the grain. At one place a barn with all this season's crops was destroyed by lightning with a loss of \$5,000.

Farmers in various parts of York County are reporting unusually large wheat yields this year. At one place wheat threshed 71½ bushels out of two acres of ground and at another wheat threshed 119 bushels out of four acres.

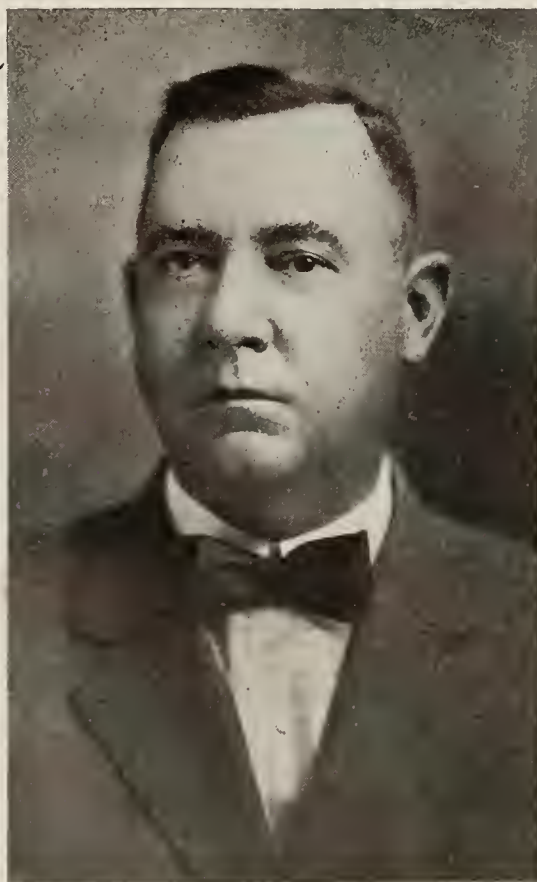
The number of cars unloaded at the Girard Point Elevator during the month of July was: 745 wheat, 1 corn and 2 rye; at Port Richmond Elevator, 359 wheat, 74 corn and 3 rye; at Twentieth Street Elevator, 6 corn, 49 oats and 1 barley.

The Interstate Commerce Commission has granted reargument by the Morgan Line for the extension to the Southern Pacific and allied lines the special tariff privileges now enjoyed by the Southern Steamship Company via Philadelphia to Houston, Texas, to Galveston and other Texas points. This renewal effort to throttle the commerce of the port of Philadelphia which would mean an irreparable damage to the Southern Steamship Company will be fought by the

Philadelphia Board of Trade in conjunction with the Commercial Exchange, the Maritime Exchange and the Bourse, who have retained William A. Glasgow, Jr., to present their case. In April and May the entire case was argued before the Commission by Mr. Glasgow and J. C. Jones of the Chamber of Commerce. The conclusion of that hearing served to confirm Philadelphia in the tariff privileges which it has enjoyed, owing to its geographical position, and which date back to the agreement of 1877, which was confirmed by the Cooey Commission at Chicago in 1882 and subsequently indorsed by the Interstate Commerce Commission in repeated decisions.

DULUTH S. J. SCHULTE - - CORRESPONDENT

ROBERT M. WHITE, of the White Grain Company, recently observed the twenty-seventh anniversary of his entry into the grain and feeds trade at Duluth. Coming to this city from Lake City, Minn., in 1894, he became a department manager with Stone-Ocean Wells Company having charge of the hay and feeds branch of that house's operations. In 1902 he became associated with Randall, Gee & Mitchell, making coarse grains and hay his specialty. After 13 years' operations with that firm, he or-



ROBERT M. WHITE

ganized in 1915, his present house, the White Grain Company, with his son Earl M. White associated with him. A general grain merchandising and commission house with special attention directed to hay and coarse grains is being conducted.

Mr. White is of the opinion that the present season will be an active one in feeds on this market on account of the practical certainty that dairymen will be compelled to resort to feeds to a great extent to substitute for clover hay which was a failure in Northern Minnesota and Wisconsin this season through winter-kill. He assumes that the Duluth market will come into its own in the oats trade during the coming fall and winter seasons as a result of Northwest oats of the last crop running up to 30 pounds in weight, while in eastern and middle-west states, notably in Indiana and Ohio, they are light weight, running down to 20 pounds.

In addition to his personal business affairs Mr. White's counsel and ripe experience has been at the service of the National Hay Association for several years back and last August he was elected president of that organization to fill the unexpired term of H. G. Carter who was killed in an automobile accident. Prior to that he served two terms on its Executive Committee. He has been busy recently in completing arrangements for the twenty-eighth annual convention of the Association to be held at the Hotel Sherman at Chicago on August 23 and 24.

Officials of the State Grain Inspection Department at Duluth and of the Duluth Board of Grain Appeals are preparing for a busy time this fall. Satisfaction was expressed that the threatened difficulty between the Federal and state grain inspection departments on the question of grades was bridged over and every-

thing in that connection is now running smoothly. Hans P. Bjorge, secretary of the Duluth Board of Grain Appeals, asserted that samples of wheat coming in so far this season have been of a splendid milling quality carrying a much greater percentage of gluten than last year. While he assumes that considerable light weight wheat will be marketed this season owing to the ripening of the grain having been prematurely forced through hot weather conditions the information of members of the Board is that little damage was caused through black rust.

Duluth commission houses and elevator interests are banking upon a heavy movement of grain developing from now up to the close of the lake navigation season. The consensus of opinion is that growers will be forced to market a large proportion of their grain early in order to liquidate their indebtedness to banks and country elevators. Reports are that farmers' creditors are insisting upon settlements and that in consequence shipments to the elevators and terminal markets will be inaugurated as threshing is completed. It has been noted by Duluth elevator men that considerable Spring wheat and Durum has been already sold to arrive by growers who apparently have arrived at the conclusion that the early bird catches the worm, and who do not propose to be caught in a bear market as happened to them last season.

The workings of the new Minnesota state law imposing restrictions upon trading in futures has had a slowing down effect in operations in the Duluth futures market in Spring wheat and Durum since it became effective on August 1. The rule that the seller must be in possession, actually or potentially, of the grain sold, has placed a bar against speculative operations on this market and the query is where is the buying power going to come from to absorb the hedging sales when the movement of Spring wheat to the markets becomes heavy this fall. Predictions are being made in some quarters that failing persistent Eastern millers and export demand, much lower prices will be made some placing the figure for wheat at as low as \$1. In the meantime traders on this market are showing hesitation in increasing their commitments and the number of trades recorded on the pit sheets has been below par from day to day. The outcome of the controversy over the Capper Bill at Washington is also being closely watched for, and in the meantime operators are keeping close to the shore. Should the bill go through the Senate and become law with the amendments as agreed upon between committees of the grain exchanges and the legislators, dealers here have asserted that they will be satisfied, feeling that all necessary marketing operations can be carried through smoothly.

Gregory, Cook & Co., are credited with having received the first new car of rye for the season. It graded No. 1 and weighed 56½ pounds. That firm received its first car of wheat last year on August 16. Bartlett Frazier Co., represented here by Frank Pierce, received the first car of Amber Durum for this season on August 8. It was graded Amber and was sold to a local milling company. Samples of Durum received by other operators so far on this market have been uniformly good, being high in gluten and low in moisture. Splendid samples have arrived from widely scattered sections of Minnesota, North Dakota and Wisconsin.

A. B. Borgen, who is associated with Thomas Gibson on this market, asserted on his return from an inspection trip over the Northwest that districts in western North Dakota and eastern Montana that suffered crop failures in three successive seasons through droughts are harvesting good yields of wheat and other grains this season, and that farmers in them should be placed upon their feet to a great extent as a result. He found that country elevators over North Dakota had not signed pooling contracts with the farmers' organization, Grain Growers, Inc., to the extent that its promoters had expected. He noted, too, that many farmers had signed the contracts without a clear understanding as to what they were doing.

A. L. Riches of the Hallet & Carey Company, has been elected a member of the Duluth Board of Trade, having purchased the membership of Earl W. Myron. R. M. Knox, who purchased a membership last month, has opened an office in the Board of Trade Building as a vessel broker.

Among recent visitors on the Board of Trade here were John Cross, a former operator, but now living at Sacramento, Calif., and Arthur Haglun of the Itasca Elevator Company's Minneapolis office who spent his vacation here.

Julius H. Barnes of the Barnes-Ames Company was a recent visitor on the Duluth market from New York, where he is now making his headquarters. He expressed the opinion that European countries would buy in this country during the coming year in proportion to their ability to pay for their purchases. He pointed out that the chaotic European exchange situation is working heavily against American exporters

and that the volume of trade would to a great extent be governed by the course of exchange from time to time. He pointed out that the long-extended break in sterling exchange was equal to 12 cents a bushel during a three weeks period.

A substantial movement of Winter wheat from Omaha territory has been under way during the last month to the Duluth terminals as a result of purchases down there by the Barnes-Ames Company. The trades were reported to have resulted so satisfactorily that it is expected the movement this way will be continued during the fall months.

Grain screenings are being offered at the Duluth-Superior elevators at \$2 a ton as compared with \$20 a year ago. On account of their low prices some of the elevators are burning them for fuel. Up till this season screenings had been in good demand on this market, but the high freight rates have resulted in checking the trade.

Lake vessel rates on grain from the Head of the Lakes to Buffalo are being held at 1 3/4 cents a bushel by the larger boats with the package carriers and smaller steamer's figure at 2 cents. Higher rates are expected to come into effect late in the fall when the rush of marketing from this country is on.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

MILWAUKEE is having a phenomenal run of grain from the West; in fact, the most extraordinary receipts of early fall grain for many years, according to leading local grain handlers.

For the first week of August, the official reports showed arrivals of 2,071 cars of grain, compared with 1,862 earloads the week before, 444 cars a year ago and 630 cars for the corresponding week of 1919.

Grain receipts are therefore four or five times as large as a year ago and at least three times as large as they were in 1919 for the corresponding period.

Receipts for the week were made up of 208 cars of barley, 196 cars of corn, 742 car loads of oats, 795 cars of wheat, 130 cars of rye and three cars of flax seed.

These figures suggest that the trade to the extent of about 75 per cent of the total is in the two grains—wheat and oats. While remaining offerings are of barley, rye, corn and flax.

The most extraordinary receipts are those of wheat with 795 cars, Milwaukee having the largest supply of wheat for many years. In the previous week, 720 car loads of wheat were reported, compared with 13 cars for the same week of 1920. Wheat receipts are therefore about 18 times as large as a year ago. This reminds grain traders of the time when Milwaukee was actually the leading wheat market of the country, many years ago.

Receipts of barley for the past week, 208 car loads, compares with 110 cars a week ago and 40 cars a year ago, when the supply was unusually small. The barley sales are therefore about 40 per cent more than last year.

Corn receipts are just a little larger than usual, with 196 cars for the week compared with 367 cars in the previous week and 144 cars in 1920.

The extraordinary size of oats trade is shown by the receipts for the past week of 742 cars compared with 569 cars in the week previous and 179 cars for the same week of 1920. Oats arrivals are therefore about four times as large as a year ago.

The receipts of rye in the past week, while not so large from the absolute standpoint, are large relatively. The average of 130 carloads compare with 57 cars in the previous week and 35 cars for the same week of 1920. Rye offerings are therefore almost four times as large as last year.

Summarizing, barley and corn receipts are fairly large, while rye and oats trade is about four times the normal volume and wheat is 18 to 20 times the normal volume for this time of the year.

Why is grain trade so heavy? In part due to the congestion and strike of elevator men at Chicago for the last few days, which may have deflected some trade to Milwaukee. Other grain dealers assert that Milwaukee is a more natural export outlet than any other port on the Great Lakes and it is a fact that most of the wheat received here has gone out by lake for export. Others attribute the heavy grain run to the activity of certain grain firms with representatives and elevators in the Southwest, who have the facilities to take care of the trade. Still other grain men declare that Milwaukee pays good prices for grain and the great volume of grain now being sold by farmers comes in part to Milwaukee and in part to other leading markets.

J. L. Bowlus, head of the Transportation Department of the Milwaukee Chamber of Commerce, reports a considerable saving to Milwaukee grain shippers in the way of lower freight rates. He states

that the Milwaukee rates to the Atlantic Seaboard have been cut 7 1/2 cents per 100 pounds on export grains, effective about August 15.

The domestic rate on grains to the Eastern Seaboard will also be cut at least 4 1/2 cents per 100 pounds. The new rates, Mr. Bowlus declares, apply to both grain and grain products.

This is simply a move to bring the rail rates to the East in line with the lake rates, according to Mr. Bowlus. He asserted that the new rates will probably deflect some of the lake grain to the railroads, but that the prices will not be affected as the low lake grain rates have been the chief factor in the making of prices and this influence will continue.

The August rate of interest has been determined by the Finance Committee of the Chamber of Commerce at 7 1/2 per cent. This is below the top rates which prevailed for a time after the armistice in the World War, indicating slight easing in the money rates.

The largest cargo of grain ever loaded in the port of Milwaukee was that of the steamer *Harvey D. Goulder* under Capt. Alexander McDonald, which left the city with no less than 385,000 bushels of grain. This is declared to be the equivalent of nearly 10 train loads of grain.

Walter J. Fitzgerald, vessel expert, says the cargo was worth close to a half million dollars. The cargo was composed of 256,000 bushels of wheat and 129,000 bushels of corn.

The grain was taken to Port Colborne, Ont., for trans-shipment to Montreal, and thence for export.

One of the most important events in Milwaukee grain history was written in August, 1921, in the death of A. K. Taylor, president of the Taylor & Bournique Company at his summer home at Lake Sagawicka. Mr. Taylor was easily one of the greatest leaders in the grain business that Milwaukee has ever had, according to his friends and acquaintances, who recognized his courage and ability in that field.

One Milwaukee grain man says that Mr. Taylor has many of the qualities of that sterling old pioneer, P. D. Armour, whose firm he represented early in his career. He made his fortune, it is said, entirely in the cash grain business, never engaging in speculation. Grain men also testify that he did much to build up the Milwaukee market.

A. A. Nowak, a resident of Juneau, Wis., has been elected president of the Wisconsin-Illinois Association of Feed Dealers. C. C. Hooker of Wausau, Wis., was chosen vice-president and Otto Limm of Plymouth, Wis., was elected secretary-treasurer. The Executive Committee members from Wisconsin are William Franke, of Jefferson; F. C. Yerges of Reeseville and Frank Leithen of Appleton.

Milwaukee grain men annually take a keen interest in the first car of the new crops in the various kinds of grain. The first car of new Wisconsin rye sold at \$1.28 1/4 and tested 57 1/2 pounds a bushel, grading No. 2. Some of the earliest samples of oats showed just a little more than 20 pounds a bushel average weight due to the dry, hot spell when oats were filling.

The first sale of new Iowa barley was made at 65 cents a bushel and tested 44 pounds to the bushel.

Plans have been made rapidly at Milwaukee to inaugurate the trade in barley futures. One of the steps was the naming of the committee which would take care of the details in connection with licensing the regular storage warehouses. The move of trading in barley futures is expected to have much to do with popularizing the Milwaukee barley market and making it more useful to all the interests concerned from producer to buyer.

Figures have recently been compiled showing that Milwaukee has shipped out by lake more than 10,000,000 bushels of grain this season. About six or seven vessels take out something like 1,500,000 bushels a week at the present time. The bulk of this grain is being exported to Europe. Wheat and corn are the heaviest items on the list, followed by oats and rye in secondary shipping importance.

The latest monthly report on leaking grain cars by the Chamber of Commerce shows a leakage percentage of 14 per cent. The record since the first of the year has varied from 12 to 18 per cent, so that the last month is close to the average for all of 1921. Greater leakage was expected in view of the general complaints over the country that cars were not being repaired promptly.

August Kieckhefer, an old time business man of Milwaukee and long a member of the Milwaukee Chamber of Commerce, is dead.

One of the most important Milwaukee crop reports of the season is that issued annually on barley by the E. P. Bacon Company, leading grain commission merchants. This report is based on about 400 replies received from the principal producing sections of the Northwest. The general result of the inquiry is to show a decrease in production due to the hot,

dry weather. Most of the barley it is expected will be fair quality, with a little barley of fine quality in favored localities. The weather during the harvest was highly favorable for securing the crop under the best conditions.

The report on Wisconsin fields indicated a smaller yield and less acreage. The quality is fair with about two-thirds of the correspondents reporting light weight. Most of the reports indicated some discoloration, but not badly so. The average acreage in Wisconsin was 15 per cent under last year. The average yield as given for Wisconsin reports was only 22 bushels per acre, or just 10 bushels an acre less than last year.

Minnesota reports also showed damage by the hot weather, most of the grain a little discolored, acreage down 9 per cent, and yield of 22 bushels an acre, or 3 1/2 bushels under the previous year.

Iowa reports showed mostly light weight barley, a 17 per cent cut in acreage on the average, and average yield of 24 1/2 bushels, or 3 1/2 bushels under a year ago.

South Dakota reported little unsoundness in the grain, acreage down about 4 per cent, and a yield of 20 bushels, or 4 1/2 bushels under that of 1920.

In general the Bacon company barley reports indicate fairly sound grain, little discoloration, weight rather light, acreage down materially and average yields 3 to 10 bushels per acre less than for 1920.

Milwaukee grain men were grieved by the report from Paris that one of their members had lost his 14-year-old son. Lyman G. Bournique reported that his boy Clement had died suddenly of acute appendicitis. The body will be cremated and brought to Milwaukee in charge of Mr. Bournique.

The latest comparative record of prices made at the Chamber of Commerce indicate the low status of values as compared with last year. No. 2 barley, which has been selling at 68 to 77 cents a bushel, sold a year ago at \$1.05 to \$1.06. Prices are therefore about one third below those of a year ago.

Oats prices around 29 to 37 cents a bushel for No. 3 compare with 70 to 74 cents a bushel for the corresponding time last year. The present price is therefore about half that of last year.

No. 2 rye at the present time selling around \$1.12 compares with \$1.75 a year ago. The price is therefore about one third below that of a year ago.

No. 3 corn which has been selling recently at 58 to 61 cents compares with \$1.39 at the corresponding time last year. Corn is therefore about one half the selling price a year ago.

No. 1 Northern wheat which has been selling around \$1.31 to \$1.39 compares with \$2.35 to \$2.40 a bushel for the corresponding period a year ago, a drop of about 40 per cent.

Grains are about one third lower in the case of barley and rye, about 40 per cent off for wheat and 50 per cent or more down for oats and corn, direct reflexes of the heavy supply and heavy marketing of these two grains.

The latest crop reports for Wisconsin, indicate cool weather and some showers during August. With the exception of corn, crops were in a desperate condition because of the lack of rain. Small grains and hay, however, were largely harvested before the cool weather and the rains arrived.

Most farm work and crops are about two weeks ahead of normal with some fall plowing already done. Corn is reported to be filling well in Wisconsin except in a few counties and a bumper crop is predicted.

The threshing season is largely over in southern Wisconsin and is just beginning in the northern part of the state. The yields of the spring sowed grains is reported to be light and the quality poor, while the winter sowed grains, harvested to some extent before the dry hot weather had reached the worst, are nevertheless below the average yield in most cases.

The new seeding of hay has been helped by the recent rains but the fields are still in poor condition. The summary indicates a poor crop of grains on the whole, a very large crop of corn and a light yield of hay.

J. J. Blommer, traffic secretary of the Association of Commerce, has wired various railroad executives asking them to use their utmost efforts to provide all needed grain cars. Mr. Blommer asserts that unless extraordinary efforts are made to supply cars, a drastic shortage is sure to ensue.

Wisconsin has a new era of dry enforcement. The state officers are attempting to put over the Severson State Dry Law and energetic action is promised. A fight is on to remove bars, the law ostensibly calling for this reform. So far the bars are intact. Open windows to the streets, with curtains aside, in saloons, are being enforced. In general the state promises to make prohibition a fact as compared with the Federal enforcement.

The Oconomowoc brewery has been closed by the state enforcement commissioner, the charge being that the hewery turned out 2 per cent beer. The Port Washington brewery has been ordered closed for a year. Large breweries of Milwaukee are co-operating in trying to close the small breweries in order to pre-

vent illegal sale of beer. They charge that the small brewers are getting 25 cents a glass for this stuff. The large brewers also say much of the liquid sold as beer is only near-beer.

Robert L. Gainer, Milwaukee representative of the Erie Railroad, has been elected to membership in the Chamber of Commerce. Harold E. Tweeden of the Taylor & Bournique Company has also been chosen to membership.

The Milwaukee Association of Commerce is sending representatives to Washington to meet the Shipping Board, urging the restoration and the reassignment of ships to the Great Lakes. J. J. Blommer, traffic secretary of the Association, will meet the vice-president of the Shipping Board and other officials at Washington, including Wisconsin congressmen. He will urge that ships be put back on the lakes to take care of the great water borne traffic which is available, especially in view of the high railroad rates.

Mr. Blommer asserts that the Panama Act robbed the Great Lakes of most of their valuable ships. To make the matter worse, the war came along and took many of the remaining ships, and now Great Lakes traffic is suffering keenly from this lack of vessels, Mr. Blommer believes. As the Shipping Board is disposing of many vessels at this time, Mr. Blommer asserts that his Washington mission should be successful.

NEW YORK C. K. TRAFTON - CORRESPONDENT

MEMBERS of the New York Produce Exchange and other similar organizations, especially identified with the grain and exporting trade, were pleased to learn that J. Barstow Smull had been appointed by Chairman Lasker as one of the operating vice-presidents of the United States Shipping Board. Mr. Smull, who will have charge of allocations and charters, is considered just the man to fill this responsible place as he is undoubtedly highly competent, having been identified with the shipping business since boyhood. He is a member of the firm of J. H. Winchester & Co., shipping agents, and has been for several years a member of the Board of Managers of the New York Produce Exchange, served as vice-president last year, and was re-elected this spring.

The Board of Managers of the New York Produce Exchange have appointed George Rossen of the United States Shipping Company as vice-president to complete the unexpired term of J. B. Smull, who found it necessary to resign owing to his heavy duties as one of the vice-presidents of the United States Shipping Board. Mr. Rossen will also take Mr. Smull's place as chairman of the Finance Committee of the Exchange.

Robert M. Morgan, associated with Albert C. Field, Inc., grain merchants, who recently resigned his associate membership in the New York Produce Exchange, has been elected to regular membership.

Thomas A. Blake of Blake, Dobbs & Co., grain merchants of New York and Chicago, returned to his post on the Produce Exchange late in July after an absence of six weeks spent in travelling through England, France and Belgium.

Theodore F. Ismert, well known in grain and flour circles all over the country as president of the Ismert-Hincke Milling Company of Kansas City, has been elected to membership in the New York Produce Exchange.

The W. V. Van Waveren Graanhandel of Rotterdam, has announced that their branch office in New York has been incorporated under the name of Van Waveren's Grain Import & Export Company. This office will be managed by Joseph M. Nugent, who will act as representative on the floor of the New York Produce Exchange. His assistant, Gerrit Spillenaar, has just been elected to membership in the Exchange.

According to a notice posted on the Produce Exchange bulletin boards, M. M. Marks, formerly engaged in the brokerage and commission business on his own account, is now acting as New York manager and Produce Exchange representative of the National Grain Corporation of 111 Broadway.

Carhart J. Martenis, formerly a member of the recently dissolved firm of Martenis Brothers, dealers in grain and feeds, has been elected to membership in the New York Produce Exchange. Mr. Martenis is head of the C. J. Martenis Grain Company.

Charles W. Chilcotte, who was connected with the New York office of Knight & Co., grain merchants, for about 10 years, and for the past two years with the local office of E. F. Leland & Co. of New York and Chicago, has accepted a position as solicitor on the Produce Exchange for the J. Rosenbaum Grain

Company of Chicago. His application for membership in the Exchange has been posted. Owing to his long experience and wide acquaintance in the grain trade his many friends predict that he will be highly successful in his new venture.

Charles J. Austin, manager of the Bureau of Trade & Transportation of the New York Produce Exchange, has had the following notice posted on the bulletin boards of the Exchange:

"Effective August 9 the following rates will apply on ex-lake grain from Buffalo, N. Y., Erie, Pa., and Oswego, N. Y. The rates hereby established will apply from August 9, 1921 until the close of business on December 31, 1921, unless sooner cancelled.

	Rates in Cents per Hundred Pounds			
	Barley	Corn	Oats	Rye Wheat
Buffalo to Baltimore...	16.58	14.29	16.13	14.29 14.67
Buffalo to Boston...	17.08	14.79	16.63	14.79 15.17
Buffalo to New York...	17.08	14.79	16.63	14.79 15.17
Buffalo to Philadelphia...	16.58	14.29	16.13	14.29 14.67
Erie to Baltimore...	16.58	14.29	16.13	14.29 14.67
Erie to Philadelphia...	16.58	14.29	16.13	14.29 14.67
Erie to New York...	17.08	14.79	16.63	14.79 15.17
Oswego to New York...	17.08	14.79	16.63	14.79 15.17

The new rates show a reduction of 5 cents on wheat, rye and corn; and of 3 cents on barley and oats.

The photo shown herewith is of special interest to dealers in breadstuffs and feedingstuffs, as it shows what may be considered a new departure. It shows the New Barge Canal Boat No. 101 of the Inter-Waterways Transportation Corporation, which is being unloaded of a cargo of 80,000 bushels of oats into the elevator of Wm. H. Payne & Sons, situated on the Harlem River at 129th Street, New York City. This is said to be the first shipment of this nature, the barge having come through from Duluth by lake and canal, thus demonstrating the truth of the claims advanced by canal advocates respecting its great value



MOTOR BOAT FROM DULUTH UNLOADING AT NEW YORK ELEVATOR

to business generally. It is, of course, obvious that this utilization of the lakes and canal will serve to keep down freight rates. Payne's Elevator is one of the oldest privately owned elevators in the city, having been established in 1855. It is controlled by H. T. Payne, president; H. G. Todd, secretary, and Clarence S. Betts, treasurer and general manager.

J. D. Broomhall, representative of the New York Produce Exchange for Broomhall's Liverpool Corn Trade News, is exhibiting on 'Change copies recently received of the Corn Trade Year Book. This is the first issue of this valuable work since 1914 and contains the usual useful statistics, and in addition an interesting chronology of the various important events in the grain and other trades during the war. The book sells for 20 shillings in England and for \$5 in this country, the latter price covering the import duty, mailing charges, etc.

W. W. Starr & Co., flour and grain merchants on the New York Produce Exchange, have announced that Rudolph C. Blancke, one of the oldest members of the local flour trade, has been admitted to the firm as a partner and has discontinued the jobbing business formerly conducted under the name of Rudolph C. Blancke & Co.

James A. Patten, the well known Chicago operator, spent a short time during July with friends in the local grain trade.

The Board of Managers of the New York Produce Exchange have elected the following to membership in the Exchange: Woolsey A. Moran of the Quaker Oats Company, flour and cereals; Charles E. Deming of Siglow, Deming & Co., flour exporters; Aaron D. Braham of E. A. Strauss & Co., Inc., grain merchants; Andrew C. Ely of the Washburn-Crosby Company,

millers; Nicholas J. Campion of Knight & Co., grain merchants of New York and Chicago; Arthur T. Smith of the Gere Grain Co., Inc.; S. Grann-Myer, flour mill representative.

Alfred W. Mansfield and Harry L. Winters, members of the firm of Thomson & McKinnon, brokers on the Chicago Board of Trade, were among recent visitors on the New York Produce Exchange.

The following applications for membership in the Produce Exchange have been received: Julius C. Friedrich of the Nye-Jenks Grain Company, exporting; Frederick E. Andrews of James E. Bennett & Co., grain commission; Charles La Due, hay and grain dealer; P. J. McCulloch of Fearon, Brown & Co., import and export; Jinosuke Minami of Suzuki & Co., general merchants.

CINCINNATI HARRY A. KENNY, CORRESPONDENT

THE grain trade and hay market here is having its ups and downs. One week business is good and the next just the opposite. Conditions at present are of a nature grain men do not care to discuss. The volume of business in this locality during the past month, was slightly in excess of that of the previous 30 days. Grain prices are down to a very low ebb, with little possibility of improving in the near future. Farmers are holding tight for a combination of causes. Elevator men are eager to buy, but the

unwillingness on the part of the farmers to dispose of their products is holding up their business. Grain receipts were in excess of shipments in this market during the past month, according to figures compiled by the Cincinnati Grain & Hay Exchange. Hay receipts and shipments were on a par.

B. J. Drummond, executive secretary and traffic manager of the Cincinnati Grain & Hay Exchange, was in Washington, D. C., last month conferring with the Interstate Commerce Commission regarding a reduction in rates for lake grain for export which was authorized by the Commission.

The grain interests are in favor of reduced grain rates, but are opposed to reductions being made sectionally. Reduction should take place simultaneously in all territories, the grain men contend, otherwise certain markets would be placed at a disadvantage while others would profit to the extent of the preference. Cincinnati is one of the markets that would be placed at a disadvantage by sectional reductions of grain rates, such as that authorized by the Commission. Representatives of a number of Ohio River grain markets, also called on the Commission to acquaint it with the disadvantages of sectional reductions of grain rates. Mr. Drummond represented the Cincinnati interests at several conferences on the matter.

The grain business is watched closely by Cincinnati bankers and financial men, because of the bearing the business of grain raising and distribution has on the money question. This year a great deal of money of such centers as Cincinnati is tied up in farm loans through connecting farm banks, "correspondents" as they are called. These correspondents have many farmer patrons who borrow the money to finance their crops, expecting to pay when the crops are harvested. For the last 18 months these banks have had to carry

patrons who were unable to sell their products at satisfactory prices and much money of Cincinnati is in a "frozen" state because of this fact. The movement of country grain which is now on will release millions of dollars to general commercial use by liquidating the farmers' loans. The lamentable feature of this, however, is that the farmer who held his wheat when he could have gotten \$2.40 for it last fall, gets but \$1.35 to \$1.50 for it now because he was holding it in many cases for \$3. In the local grain exchange the movement of wheat passing into Cincinnati and thence billed through to export points began two weeks earlier than last year. Last year the week of July 24 was the first week of the movement and 116 cars were in the receipts. This year the week of July 16 showed 299 cars and the week following was a trifle higher. This year the first car of new wheat was received in June, last year on July 17.

Protests on the part of Cincinnati manufacturers against a proposed duty of 1 cent per gallon on "black strap molasses" in the new Fordney Tariff Bill has borne fruit, according to information received by the Foreign Trade Department of the Chamber of Commerce last month. The dispatch from Washington stated that the duty on "black strap molasses" had been revised and that the figure now was fixed at one-fourth of a cent per gallon. The greater portion of "black strap" molasses used in the United States comes from Cuba and is used in the manufacture of alcohol and stock feeds. This country supplies about one-tenth of the amount used in America.

Frank Maguire of Maguire & Co., who is recuperating at Clifton Manor, Biltmore, N. C., after an illness of two years, received more than 50 letters from members of the Cincinnati Grain & Hay Exchange last month, incident to his fiftieth birthday anniversary.

The Cincinnati Hay Company has purchased the three-story brick building at 16 and 18 Walnut Street. The building will be razed and another erected for the use of storing grain and feed products.

F. L. Watkins, the newly appointed manager of the Cleveland Grain & Milling Company in this territory, has been elected a member of the Chamber of Commerce.

B. H. Wess, president of the Wess Hay & Grain Company, was renominated for mayor on the Democratic ticket in St. Bernard at the primary election on August 9. Mr. Wess, who has been the chief executive of that city for the past four years, easily defeated his opponent, Anthony G. Pohlkamp. Mr. Wess received 655 votes and Mr. Pohlkamp 403.

"Jaek" Gartner of D. O. Cross & Co., returned last month from a fishing trip in Minnesota. He did not return with any fish, but with a good case of sunburn.

Thomas Dugan, who was secretary of the Nutritia Milling Company for several years, resigned that position last month to enter the hay business for himself. Mr. Dugan, who is one of the best liked men in the local market, is looking about the city for a location to open an office.

Charles Van Leunen, local hay and grain merchant, represented the Cincinnati Grain & Hay Exchange at a conference of the National Hay Association at Chicago last month.

E. C. Elekenberry of Camden, Ohio, has been elected president of the Nutritia Company, which was reorganized recently. Mr. Elekenberry is at present associated with his brothers in the grain business at Camden, Ohio. He was formerly president of the Grain Dealers National Association.

C. S. Custer, formerly Cincinnati manager of the Cleveland Grain & Milling Company, is now associated with Frank Currus in the grain trade. Mr. Currus until a few months ago was in business with John McQuillan under the firm name of McQuillan & Currus. They dissolved the business. Since then Mr. McQuillan has organized a new firm known as the McQuillan & Riley Hay & Grain Company.

The Baltimore & Ohio Railroad has re-established its Agricultural Bureau to carry out the program which the company had begun in 1916, but which had to be abandoned later on account of war conditions. The Bureau will be part of the Commercial Department of the railroad which is in charge of H. O. Hartzell, manager, who has appointed O. K. Quivey as general agricultural agent.

The Early & Daniel Company has opened a branch office at Columbus, Ohio, in charge of Ellis Early.

Three new concerns which will deal in the grain business, were incorporated at Columbus, Ohio, last month. The Nutritia Products Company was incorporated with a capital of \$500. The incorporators are John G. Hermann, Herbert E. Ritchie, A. M. Vogel, L. Corcoran and J. H. Schwer. The C. C. Groff Milling Company was incorporated for \$50,000 to do business in Mt. Healthy, a suburb of Cincinnati. The Dixie

Flour & Feed Company of Hamilton, Ohio, 20 miles from this city was incorporated with a capital of \$150,000 by L. C. Seward, Charles Lemm, B. L. Vinnege, W. W. Vinnege and M. P. Lintner.

About 150 residents of St. Bernard were on hand at the Central Union Station to welcome home B. H. Wess, the mayor of that city and also a grain merchant, last month. Mr. Wess was a delegate to the international convention of Elks which was held at San Francisco.

A light corn crop in southwestern and central counties of Ohio is certain, according to a report made by C. J. West, State Agricultural Statistician, last month. West entertains no hope for the crop in many other sections of the state unless much needed rains arrive soon. In counties of the western and central parts of the state, corn is tasseling at a height from three to five feet lower than is usual. The early corn can not produce ears without rain. It is possible, however, for much of the late corn and for some of the early planted corn to produce ears better than present appearances indicate, provided the rainfall is ample during the next few weeks, the report states. Reports are general of a failure in the oats crop throughout the state, West says. The hot dry weather following the early heavy rains apparently accounts for the poor yield and quality of the grain, according to the report.

INDIANAPOLIS
EARL BULLOCK - CORRESPONDENT

A NEW corporation, known as the National Elevator Company, has been organized here by a number of men who are well known in the grain trade. The company plans to construct and operate a chain of grain elevators. The capital stock of the company is \$100,000 and the incorporators are H. J. Berry, J. W. Jordan and G. F. Off.

Harvey Bates, Jr., president of the American Hominy Company, and T. S. Blish, president of the Blish Milling Company of Seymour, Ind., are two of a group of Indiana men who have taken over an important part of the stock of the Fletcher American National Bank, probably the strongest financial institution in the state. The stock purchased by the group represents the major portion of the holdings of Stoughton A. Fletcher, president of the bank. Some of the most influential and wealthy business men and capitalists in the state make up the new group of partial owners.

Charles Graves, of Knightstown, has bought the elevator at Mill Grove, southeast of Hartford, Ind., and will take charge at once.

The Chatfield Grain Company, of Chatfield, Ohio, has completed its new elevator near the Pennsylvania railroad station at Valparaiso, Ind. The company will handle grain, seeds, coal, cement, twine and other merchandise used by farmers.

A. Wallace & Company's grain elevator, at Ford Station, a few miles west of Evansville, has been sold to Ben H. and John A. Hartman, for \$5,000.

The Fowler Grain Company at Fowler, Ind., has filed a final decree of dissolution with the Secretary of State here.

The plant of the United Cereal & Grain Separator Company, an Indiana corporation now located at Fortville, Ind., will move to Terre Haute. The company is manufacturing a grain and seed separator.

Arthur C. Motteau, Terre Haute, 42 years old died recently at his residence, 41 South Eighteenth Street. He is survived by the widow. Mr. Motteau was engineer of the American Hominy Company. He was a member of the Masonic Lodge, and Paul Revere Lodge, Knights of Pythias. The body was taken to Anderson, Ind., for burial.

Fire at Milan, Ind., recently destroyed the Crum Elevator together with the entire contents valued at \$15,000. The fire originated in an adjacent building and spread to the elevator before it could be controlled. The loss is partly covered by insurance.

Destruction by fire of two of the largest grain elevators in Johnson County recently caused a total loss of approximately \$50,000, including 15,000 bushels of new wheat. The Farmers' Elevator in Franklin was discovered on fire a few minutes after the fire department had received a call to come to the assistance of the fire department at Edinburg, where the David R. Webb Elevator was burning. An emergency call was sent to Indianapolis for a railroad engine to remove loaded ears of wheat on the Farmers' Elevator

switch here, and the engine made a record run to that city in about 18 minutes. One ear loaded with new wheat was destroyed before the arrival of the engine, however. The Farmers' Elevator estimated its loss at \$20,000 with \$10,000 insurance. The grain destroyed in the local elevator was covered by insurance. All of the buildings connected with the elevator except the office, were destroyed. The Webb Elevator at Edinburg, which was built a year and a half ago was a much larger building than the Franklin Elevator, but had only 4,000 bushels of wheat stored in it at the time of the fire. The loss to the Edinburg structure was estimated at \$30,000, and is covered by insurance. The cause of the two fires has not been determined, but they are believed to have resulted from spontaneous combustion.

The Harrison Milling Company at West Harrison, Ind., has been organized with a capital stock of \$45,000. The company plans to manufacture feeds and sell grain. The organizers of the company are F. H. Riddinger, W. G. Dare, N. E. Squibb, J. P. Carter and T. S. Cravens.

The Flem Vanmeter Flour & Feed Company, of Jasonville, Ind., has filed notice with the Secretary of State here of its proposed dissolution.

LOUISVILLE
A. W. WILLIAMS - CORRESPONDENT

BUSINESS has shown quite an improvement during the month, and is now better than at any previous time in quite a number of months, being even considerably better than at this time last year according to some of the local elevator and grain men. The crop of oats while a little light in weight is of good quality as a whole, and represents a very fair crop, with the result that many ears are moving into Louisville for storage in local elevators. Movement of corn has not been heavy, but has picked up somewhat. Movement of wheat has been good, and some wheat is being stored in the elevators, while the local mills are reported to be filling up their own storage, and may call on public and other elevators for additional carrying space if the market remains firm enough to give buyers confidence.

The 1921 wheat crop has been a general disappointment in Kentucky, as yields have run light, and the quality is not very good, a good deal of shriveled wheat that is very light in weight having resulted from hot weather in June and at harvesting time. However, wagon wheat is quoted at around \$1.10@ \$1.15 for No. 2 Red, and rail wheat at \$1.15@ \$1.20, and at these prices, in view of the short crop, and foreign situation, many millers and wheat buyers are of the opinion that a high market is in sight and are buying freely. Movement from farm has also been very free. It is claimed that No. 2 grade is scarce, as much of the stock is hardly up to No. 3 grade. This means more bushels to the barrel, and larger production of mill feed from a given amount of wheat.

Mill feed has been in fair demand, but production is double that of this time last year, as mills are running full now due to short supplies in hands of jobbers and retailers of flour, and last year movement was slow. Quotations show bran at \$20 a ton; mixed feed, \$23; middlings, \$24 and hominy feed, \$30; scratch feed is quoted at \$39; laying mash, \$46; cracked corn, \$32.50; corn feed meal, \$27.50. The long drouth helped feed materially, but sales have not been so keen since good rains gave grass a fresh lease on life.

New hay has supplanted old grades on the market and is in fair demand, but offerings and receipts are light, farmers being busy and not shipping. Prices are a little high as a result. In earlots, baled Timothy is quoted at \$21; for No. 1; No. 2, \$19.50; No. 1 Mixed, \$18; No. 2, \$15; No. 1 Clover, \$19; No. 2, \$16; wheat and oat straw, \$11; rye straw, \$15.

New oats have taken the place of old oats on the market, and the latter grades are scarce, and will probably be used in mixing with new oats to bring up weight and grade. All oats on this market are grading No. 3, and mixed oats are not to be had. No. 3 White oats cash, earlots, are quoted at 35 and 37 cents a bushel according to weight. Corn is quoted at 66½ for No. 2 White; 66 for Yellow and 64 for Mixed. It is reported that due to poor growing conditions, and uncertainty as to the 1921 corn crop country dealers have been buying corn a little more freely, which has resulted in some fair earlot business in the past 10 days.

The Federal Trade Commission recently cited the Chemical Fuel Company of America, to answer charges of unfair competition in sales of motor fuels, which in advertising is said to have been thoroughly tested and found satisfactory by the Federal Bureau of Mines. It is alleged that these statements

are false as no official tests have been made, and unofficial tests by engineers did not credit it with commercial rating or of scientific interest. William A. Thomson, local grain and elevator operator, is president of the company; and William A. Thomson, Jr., is secretary.

F. C. Dickson, of the Kentucky Public Elevator Company, in discussing business said: "The tide has turned and business while not really heavy is much better than it has been for a long time past. We are handling a fair volume of oats, a little corn, a very good quantity of wheat, and some small lots of seed rye are coming in. This is the active season on seed oats."

Millers in some instances are now giving a buyers option of 30 days on flour at present values, and with an additional 30 day option at 10 cents a barrel extra, but are not advertising 60 day purchases. Wheat and flour prices, it is said, may work lower before they climb higher, but are expected to advance after movement of Spring wheat. Short patent flour is quoted at \$7.80 a barrel, which is 20 cents lower than on the first of the month, with long patent at \$6.60.

Hickman, Ky., reported the third crop of Alfalfa cut in mid-July, this being unusually early, and a record has been set in that the three crops this year have been cut without loss by rain, while the quality has been fine.

Receipts of oats have been running much heavier with from 25 to 50 cars of oats daily, and outbound shipments considerably less. Corn receipts are 8 to 12 cars a day, with five to six outbound. Wheat receipts are running 20 to 35 cars a day, with very little outbound. Just now one to three cars of rye are being received daily, with very little movement out, most of the movement being on seed rye from the Northwest.

Edward C. Farmer, of Oscar Farmer's Sons, local feed and grain dealers, as an "oral" booster at a recent meeting of the Kiwanis Club, discussed growth of the feed business and of his own firm, holding that business has grown steadily in spite of automobiles and tractors, due largely to increased dairy operations, which are taking more stock feeds of a prepared nature.

The Ballard & Ballard Company, Louisville, although not getting started until the afternoon of July 6, ground 308,830 bushels of wheat, or 67,805 barrels of flour in July, and at the present gait plans to mill about 85,000 barrels of flour in August.

The Board of Trade is planning to increase the traffic organization from two to five members to look after grain and milling interests, the grain staff to be under A. F. Vandergrift, traffic manager for the Board. This plan followed a joint conference of the Transportation Committee of which James Clark, Jr., is chairman; and of the Grain Committee, of which R. Lec Callahan is chairman.

The Ballard & Ballard Company, of Louisville, has established a camp on the Ohio River six miles above Louisville this season, and office employees are spending their vacation there, while a number of the boys go out to the camp every night. A good cook has made camping very enjoyable.

Thieves recently broke into the office of the hay, grain and feed house of R. D. Riedling, at Eighteenth Street and Magnolia Avenue, on August 5, taking assorted loot, including a typewriter and electric fan. "R. D." has offered a \$50 reward for arrest and conviction of the "jimmy" artist.

TOLEDO C. O. BARNHOUSE - CORRESPONDENT

THE grain receipts have been heavy during the past month, and are still holding up quite well. The stocks of grain held here are as follows: Wheat, 653,000 bushels; corn, 53,000; oats, 700,000; rye, 2,300. A year ago, wheat, 105,000; corn, 52,000; oats, 31,000; and rye, 250. Compared with a month ago prices show declines on all grains, but not as much as might be expected when the steady inflow of receipts is considered.

Wheat threshing is virtually completed, and the oats will be finished up by the end of the month. Wheat and oats each yielded about half a crop, and the corn crop, while the growth has a splendid appearance since the recent heavy rains, is said to not be filling well, due to the dry, hot weather prevailing at a critical period in caring time. Many are pre-

dicting that the corn crop will be cut in half as the wheat and oats crops have been. The men who travel out of here for Toledo grain firms, who have covered western Ohio, southern Michigan and northeastern Indiana pretty thoroughly, say that this condition is general over all the territory covered.

John Husted of C. A. King & Co., who writes the market letter for the firm, gave Congress quite a bit of attention in one of his letters recently. John has discovered what others have also learned; viz.: That Congress spends too much time playing politics, and passing class laws, and not enough in real genuine constructive or reconstructive legislation. He even goes so far as to threaten to get up another political party in an endeavor to get the legislative work more efficiently attended to. We haven't learned what he expects to name his new party, but if he intends to follow in the footsteps of the late T. R. and name it for some animal, considering the fact that it will contain many of those who have been the target for many of Congress' legislative arrows, we would suggest the name "Billy Goat" for the new organization.

Toledo mills averaged 64 per cent of capacity production during the past four weeks. This is a very good record compared with the milling business in general, and considering business conditions, but they complain of a material slackening up in flour demand and the indications are that this average will not be maintained.

Campbell Meeker and John B. Bozman, of Meeker & Co., have made application for membership in the Toledo Produce Exchange.

Ralph Williams, manager for Lamson Bros. & Co., has returned from a 10-day vacation spent near Traverse City, Mich.

The co-operative elevator managers of northwestern Ohio held a meeting at Findlay, Ohio, on the evening of August 1. The topics discussed were: "Should Managers Co-operate or Compete?" led by Chas. Krohn, of Defiance; "Purchasing Fertilizer," by D. J. Lloyd of Waterville; and "Fooling the Farmer, by the Chicago Board of Trade," by Judge Palmer, of Defiance. After these topics had been discussed and the interest began to wane H. O. Barnhouse, of Toledo, obtained permission to address the meeting and made a talk in defense of the present marketing system in comparison with the plan recently invented by the Committee of Seventeen.

Arrangements are being made to hold a joint farmers and grain dealers picnic at some convenient point in northwestern Ohio on Labor Day and among other interesting features there will be a debate, pro and con, on the Grain Growers, Inc., and their pooling plan. Chas. Latchaw is to provide the speaker on the affirmative side and H. O. Barnhouse will take the negative. It promises to be an interesting occasion. Geo. Woodman is looking after the arrangements.

John Smith, of the S. W. Flower Company, has returned from a month's vacation at Grayling, Mich.

Frank Moorman, of the Crumbaugh-Kuehn Company, passed the cigars recently on the occasion of a young man arriving to make his future home with them.

The steamer *Amazon* arrived Saturday laden with 250,000 bushels of oats for the Quaker Oats Company, Akron, Ohio. They were unloaded into the East Side Iron Elevator and will make the remainder of the trip by rail.

Alphonse Mennel, president of the Mennel Milling Company, returned Monday from a month's vacation spent at Mackinac Island.

Harry R. Oevore returned recently from spending two weeks with his family at their summer home near Traverse City, Mich.

Ben Hoffner, manager for Simons, Day & Co., is taking a few days' vacation. Milt Walters is holding down the job in his absence.

L. A. Mennel spent the week end recently with his family at the Soo.

David Bell, seed merchant of Leith, Scotland, called on the trade here August 10.

Billy Foresman, of Lafayette, Ind., spent the week of August 1 in Toledo, dividing his attention between the Grand Circuit races and the Produce Exchange.

Among the recent visitors were: Emery Spurrier, of Marysville, Ohio; D. J. Lloyd of Waterville; Rush Coninger, of Grand Rapids; Henry Allen, of Troy; H. J. Bebout, of Loudonville, and Edgar Thierwechter, of Oak Harbor.

Smith & McIntosh have purchased the business of the Kellogg Lumber, Feed & Fuel Company of Kellogg, Idaho.

GRAIN TRADE PATENTS

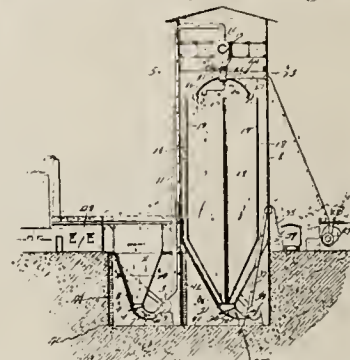
Bearing Date of June 14, 1921

Pneumatic dust separator.—Lycurgus Lindsay and Ernest M. Davids, Los Angeles, Calif. Filed April 20, 1920. No. 1,380,322.

Grain sieve.—Alonzo Lockard, Massillon, Ohio. Filed April 7, 1920. No. 1,381,718.

Grain elevator.—Herbert K. Lininger, Kansas City, Mo. Filed January 27, 1920. No. 1,381,570. See cut.

Claim: A grain cleaning device comprising a discharge pipe substantially vertically disposed and pivotally mounted in a bearing, said discharge pipe being provided with a horizontally disposed portion terminating in a downwardly extending discharge end,

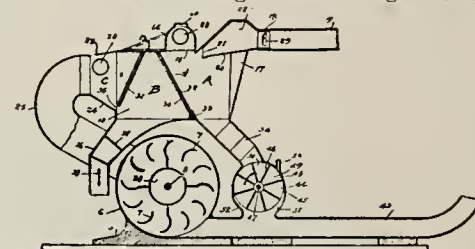


a casing surrounding the vertical portion of the discharge pipe thereby forming an annular chamber, outwardly and downwardly extending pipes carried by said casing and having their ends positioned so that the discharge end of the pivoted discharge pipe may be positioned adjacent their ends, means for creating a suction in the outwardly and downwardly extending pipes, the pivotal mounting of the discharge pipe permitting the end of the same to be positioned adjacent the end of either outwardly and downwardly extending pipe.

Bearing Date of June 21, 1921

Grain cleaner.—Charles Argyle Torrence, Winnipeg, Man., Canada. Filed September 3, 1919. Renewed May 11, 1921. No. 1,383,260. See cut.

Claim: In a grain cleaning machine, a casing, a grain feeding spout connected to the casing, a fan operatively connected to the casing and designed to effect an air blast through the casing and the feed

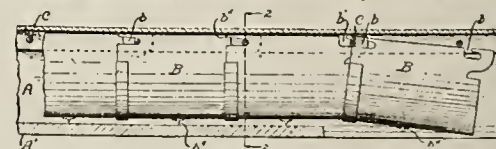


spout, screens within the casing intermediate of the spout and fan, a discharge spout communicating with the fan, a rotary feeder associated with the discharge spout and an outlet spout for cleaned grain leading from the casing to the feeder.

Grate for elevator dump pits.—Richard G. Quehl, Minneapolis, Minn., assignor to The Strong-Scott Manufacturing Company, Minneapolis, Minn., a corporation of Minneapolis. Filed August 5, 1920. No. 1,383,151.

Lining for grain spouts and chutes.—Robert Esche, Milwaukee, Wis. Filed August 25, 1919. No. 1,383,897. See cut.

Claim: A spout for conveying materials, consisting of a series of lining sections, and a support to which the sections are detachably connected, such



sections being formed as channels of the desired shape, and provided with open slots in their edges which engage the attaching means on the support.

Bearing Date of July 5, 1921

Adjustable air separator.—William G. Clark, Chicago, Ill. Filed November 16, 1920. No. 1,383,984.

Grain cleaning mechanism.—Aaron P. Gould, North Wilkesboro, N. C., assignor to W. C. Meadows Mill Company, a corporation of North Carolina. Filed April 20, 1918. No. 1,383,463.

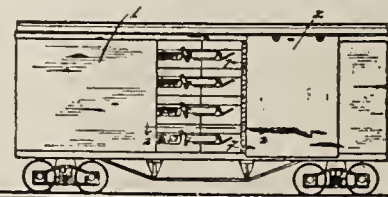
Automatic weighing machine.—Gustave Aimberg, Chicago, Ill. Filed December 15, 1919. No. 1,383,279.

Bearing Date of July 12, 1921

Grain drier and cooler.—Monroe Davis, Enid, Okla., assignor of one-half to Armond R. Arceneaux, Welsh, La. Filed March 25, 1920. No. 1,384,689.

Collapsible grain door.—Benj. F. Graham, Chicago, Ill. Filed July 19, 1920. No. 1,384,190.

Claim: A collapsible grain door having an abutment at each end, one of said abutments comprising a



longitudinally adjustable screw member, and an adjustable support for said member.

ASSOCIATIONS

MONTANA DEALERS MEET

The annual meeting of the Montana Grain Dealers Association was held at Helena on July 23. Addresses were made by C. A. Stevens of Great Falls, on "Insurance;" by C. C. Davis, state commissioner of agriculture; and by J. M. Davis, chief of the division of grain standards and marketing.

The election of officers resulted as follows: Percy F. Brown, Lewistown, president; W. G. Kirkpatrick, Great Falls, vice-president; J. W. Watson, Great Falls, secretary-treasurer.

YORK STATE PLANS MEETING

The sixteenth annual meeting of the New York State Hay & Grain Dealers will be held at the Onondaga Hotel, Syracuse, N. Y., Thursday and Friday, August 18 and 19.

The business program will include everything of importance pertaining to the handling of the bay and grain business from both the shipper's and receiver's standpoint.

The banquet Thursday evening promises to be one of the best ever held. Supplementing an excellent menu, a carefully arranged program of speakers will be provided which, together with a fine musical program, insures a most enjoyable evening.

Special features of entertainment for the ladies of the convention, under the direction of the Ladies Committee, will be provided.

APPEAL COURT UPHOLDS NATIONAL ASSOCIATION

The injunction suit brought by the Paddock-Hodge Company of Toledo, to restrain the Grain Dealers National Association from expelling the company for refusing to pay an arbitration award, was tried before Judge Curtis T. Johnson of Toledo, and the grain firm was denied the injunction, as reported in our last issue.

Subsequently the Paddock-Hodge Company appealed the case to the Common Pleas Court and Judges Chittenden, Richards and Kincade upheld Judge Johnson and also ruled that the Association not only has the right to expel a member for refusal to pay an arbitration award, but also can expel for refusal to sign an arbitration contract. The Association was completely upheld in all its contentions when the court ruled:

"The only question involved here is whether defendant may determine the character of its membership by exercising disciplinary power upon failure of a member to comply with the rules of the organization. We think it has such power."

Not satisfied with these two court rulings which appear entirely convincing, the Paddock-Hodge Company has again appealed to the Supreme Court of Ohio. The case will probably be argued in Columbus in October or November.

WHEAT DISCOUNTS

The southwestern grain associations have been protesting for some time against the discount taken on wheat below No. 1. D. L. Boyer, secretary of the Missouri Grain Dealers Association, recently put out a bulletin on this subject, as follows:

Those of you who attended our local meetings heard what we had to say about the injustice of the exporters still insisting on buying lower grades on the old Government scale basis. That scale provides for a difference of 3 cents per bushel between the grade of 1 and 2 wheat; 6 cents per bushel between 1 and 3; 10 cents per bushel between 1 and 4 and 14 cents per bushel between 1 and 5. This scale might have been justified when wheat was selling from \$2.20 to \$3 but we feel that in justice to the producers of wheat that this scale should be reduced since wheat is not selling for much more than 50 per cent of what it was on the low ebb of the Government guarantee when this scale was established by the Government Grain Corporation.

We feel that one of the strongest arguments in favor of this production is the way consigned wheat is selling on the exchanges. If you will take Monday, August 1, issue of the *St. Louis Price Current Grain Reporter* you will see the injustice of the 14 cent range between 1 and 5 wheat. No. 1 Red sold for \$1.21 to \$1.22 and No. 5 Red sold at \$1.10 to \$1.14. This would make No. 1 average \$1.20½ and No. 5 average \$1.12 or only 8½ cents difference instead of the 14 cents you would be deducted if your grain were sold instead of consigned. We have had this matter up with a number of our larger mills and they all say that they are in favor of discontinuing the old scale, but on account of most of the mills wanting to buy only the wheat that will grade 1, 2 or 3 we have to get the exporters on our side before we can get the scale reduced on the lower grades.

At our local meetings we asked those present to protest in the strongest language they possibly could whenever a representative of the exporters called them over the phone and to keep on protesting as long as they insist on buying on the Government scale basis. Some of our members have evidently been doing this as we have been informed that the exporters are confirming some purchases on a 2 cent

scale instead of 3 cents for No. 2 wheat. We suggest that inasmuch as most of our shippers would rather have a fixed differential instead of settling on the market difference that we try to get them to go back to the old 1 cent scale basis or to buy on a 1 cent difference between 1 and 2; 3 cents between 1 and 3; 6 cents between 1 and 4; and 9 cents between 1 and 5.

We feel that this basis is fair and that we as country shippers owe it to our farmer customers to try our utmost to get the scale reduced to this basis. We, therefore, urge every one of you that gets this bulletin to start protesting today and to keep on protesting until we win the exporters over to our point of view. Remember that public sentiment goes a long way to correct an evil and if we all stick together we are bound to win out when we are right.

MICHIGAN DEALERS PLAN FINE MEETING

The Michigan Hay & Grain Association will hold its annual meeting at the Hotel Cadillac, Detroit, August 26. This will enable many eastern hay dealers to stop on their way home after the close of the National Hay convention in Chicago. The Detroit meeting, therefore, promises to be

TRANSPORTATION

DOMESTIC WHEAT MOVEMENTS LARGE

Statistics compiled by the Bureau of Railway Economics show that export movements of domestic wheat in the last 12 months has exceeded the movement in any similar period of the last six years. It was greater with one exception (1915) than any other 12 months' period since 1911. Freight car loading of grain and grain products, domestic as well as export, has also increased. Revenue freight car loadings of grain and grain products in the first six months of 1920 were 860,101 cars; in the first six months of this year grain car loadings were 989,943 cars.

SOUTHERN ROADS IN PROTEST

A committee of traffic executives of western and Gulf lines has protested against the proposal of the eastern lines to reduce on short notice all rail rates on export grain from Chicago and Mississippi River points 7½ cents so as to line up all rail rates in accordance with reductions on ex lake grain from Buffalo, Erie, and Fairport, which reduction, in turn, was made to meet Canadian competition. The application for short notice was prepared as a result of the conference in Chicago to satisfy the protests of Indianapolis, Cincinnati, and Peoria shippers on all rail rates. The western and southern lines claim that that reduction would be in violation of the relationship recommended by Director Hardie in his letter to the traffic men of the eastern lines, March 30, last.

THE PRESENT CAR SUPPLY

Freight cars temporarily out of service due to the business depression totaled 555,168 July 23, according to reports received from the railroads of the United States by the car service division of the American Railway Association. This is a reduction of approximately 10,000 since July 15, says the *Traffic World* of August 6.

In reaching this total the car service division takes into account the total number of cars now in excess of current freight requirements, as well as the number of cars now awaiting repairs, above 7 per cent of the total. Officials of that organization believe that this percentage, while higher than the accepted maximum of the pre-war period, probably represents a better standard for present comparisons, due to the difficult conditions respecting labor and materials during the last three years.

Reports show that surplus cars July 23 numbered 350,772, which was a reduction of 21,278 cars, compared with the total on July 15. This reduction was due principally to the increased demand in the central western region for grain cars. Surplus box cars totaled 119,442 cars, which was a decrease of 16,191 compared with the earlier date, while surplus coal cars were reduced 5,049 to a total of 168,568. Surplus stock cars fell off 628 during that period, so that on July 23 they numbered 16,297.

Reports from the central western region shows that the decrease in the number of surplus cars reported in that territory was not offset by any increase in the number of cars needing repairs, but that the freight car situation in that part of the country has taken a turn for the better.

Due to the demand for grain cars, a shortage of

one of the largest in the organization's history, and the program has been planned with this in view.

The meeting will begin promptly at 10 a. m. with an address of welcome by Harry Carson, president of the Detroit Board of Trade. The response will be given by Ray Myers of Jackson. President S. O. Downer will give his annual address and appoint the convention committees. An address of 15 minutes will be made by Fred Williams, president of the New York Hay & Grain Association, and then Secretary John C. Graham and Treasurer Harry Northway will make their reports.

A "Grain Talk" will be given by W. D. Biles, and a "Hay Talk," by T. J. Hubbard. These will be followed by the election of officers.

The session will be short and snappy, but it will be packed full of matter of the greatest interest to hay and grain shippers of the state and country.

After luncheon the convention will adjourn to the Ball Park where Detroit and New York will cross bats. Ty Cobb and Babe Ruth have both promised to have their heavy artillery in working order, and there should be something worth seeing.

After the ball game a dinner will be given to those in attendance at the Hotel Cadillac, after which a moonlight boat ride is planned. In all the program is an attractive and well balanced mixture of business and pleasure and should insure a large attendance.

2,768 freight cars was reported to the car service division, of which 2,500 represented box cars. This was an increase of 1,500 over the total shortage reported on July 15.

Cars in need of repairs July 15 totaled 365,092, or 15.9 per cent of the cars in line, compared with 354,611, or 15.4 per cent, on July 1. Allowing for 7 per cent being normal, cars in need of repairs above normal totaled 204,396, which, added to the total surplus, means 555,168 cars out of service because of business conditions.

DISCRIMINATION AT PITTSBURGH

In a report written by Commissioner Hall on No. 10929, Grain & Hay Exchange of Pittsburgh vs. Baltimore & Ohio, Director-General, et al., opinion No. 7012, 62 I. C. C. 506-9, the Commission condemned, as unjust, unreasonable, and unduly prejudicial, the rule of the carriers providing for the assessment of a charge for the reconsignment of shipments of track grain held at Pittsburgh for inspection and grading. The charge for that service was \$2 a car and was assessed on and after February 1, 1915. The charge was not assessed on track grain at Indianapolis, Cleveland and Toledo, points served by the Pennsylvania, nor at Albion, Kimmel and Napanee, Ind., and Defiance, Deshler, Fredericktown, Lexington, Mansfield, Mt. Vernon, Tiffin and Warren, O., points served by the B. & O. Both carriers imposed the \$2 charge at Pittsburgh.

The holding of grain for inspection and grading is obligatory, the law requiring inspection and grading before final delivery. The Commission held that the imposition of the \$2 charge at Pittsburgh while contemporaneously the carriers permitted reconsignment without charge at Cleveland and at other competitive points in Central Freight Association territory under like conditions, was unduly prejudicial as well as unjust and unreasonable.

OF INTEREST TO THE NORTHWEST

The Interstate Commerce Commission has decided that the Washington state rates on grain and grain products from part of the Columbia River Basin to the Puget Sound Ports was unduly prejudicial against Portland and Vancouver to the extent that they are under the level of the rates prescribed by the Commission in its chief report on No. 10,698, Public Service Commission of Oregon vs. Oregon-Washington Railroad & Navigation Co., Director-General, et al., opinion No. 7,022, 62 I. C. C., 633-5.

Carriers are required by the order in this case to remove the undue preference for the Puget Sound cities, chief of which are Seattle and Tacoma, on or before September 28, by establishing the same rates for application over the intrastate routes that the carriers put into effect over interstate routes on July 21. They filed the same rates for application over the Washington routes that they filed for application over the interstate, but the Washington Commission suspended them for 90 days from July 1. The suspension period will expire, unless cancelled by the Washington Commission, just about the time the carriers are required by the Commission's order to make the rates operative.



CANADA

G. Robn, a grain, flour, etc., dealer of Montreal, Que., has been registered.

T. F. Mills of Kerwood, Ont., has sold his grain business to the Kerwood Farmers Co-operative Company, Ltd.

Capitalized at \$50,000, the Motherwell Grain Company has been incorporated at Dundas, Ont. The company was organized by A. Motherwell, R. R. Bruce, J. Leith, L. Archibald and M. S. Phelan.

The Northern and Security Elevator Companies have been merged with the Atlas Elevator Company of Winnipeg. The Northern will take over 18 of the country elevators of the old Atlas company and the Security 42. It is reported that the consolidation is merely a shifting of organization to reduce overhead expenses, the control remaining in the same hands.

The two lines of interior elevators in Saskatchewan and Alberta, formerly owned by the R. B. McLean Grain Company and the Davidson & Smith Elevator Company have been purchased by the Brooks Elevator Company of Minneapolis, Minn. There are 36 elevators in the two lines, which the new owners will operate under the name of the Brooks Elevator Company, Ltd.

IOWA

An addition is being built to the elevator of W. B. Danell at Wellman, Iowa.

E. V. Peterson succeeds N. C. Hunt as manager of the Farmers Elevator Company at Royal, Iowa.

J. H. McEwald has taken over the management of the Farmers Elevator Company of Storm Lake, Iowa.

The Farmers Co-operative Company of Manson, Iowa, has voted to reorganize and operate on a co-operative basis.

After many years of service, the old grain elevator at East Dubuque, Iowa, is to be torn down. The elevator was built 30 years ago.

V. L. Johns has resigned his position as manager of the Sheldon, Iowa, branch of the Trans-Mississippi Grain Company. O. M. Yount succeeds him.

Conrad N. Nelson is manager of the Farmers Elevator at Lake Mills, Iowa. He was formerly manager of the Farmers Elevator at Hanlontown.

Improvements have been made to the elevator of the Iowa-Missouri Grain Company at Lamoni, Iowa. New scale has been installed and the roof reshingled.

The interest of L. O. Thomson in the grain, coal and livestock business at Northwood, Iowa, has been purchased by A. R. Thomson. He will continue the business under the name of the Thomson Elevator Company.

EASTERN

The plant of the Rockville Grain & Coal Company at Rockville, Conn., which burned last March is to be rebuilt.

Part of Henry R. Garman's interest in Hoffer & Garman at Harrisburg, Pa., has been purchased by H. H. Greybille of Belleville.

The grain warehouse and grist mill of Andrew Rogers near McVeytown Pa., have been purchased by H. O. Andrews of Mapleton, Pa.

A. W. Wilbrand and R. L. Stevens have filed articles of incorporation as the Rockland Grain Company of Rockland, Maine. Its capital stock is \$50,000.

Leon Herman is president; Alfred Herman, treasurer and I. Bernstein, secretary, of the New England Grain Company of Portland, Maine. Its capital stock is \$100,000.

The Farmers Syndicate, Inc., is to erect a 50,000 bushel grain elevator at Freeville, N. Y., capitalized at \$200,000. In addition to the elevator, a feed mill and mixing plant will be built.

Frank H. Braser and Lester S. Barber have opened a new grain, hay and flour store at Hagerstown, Maine. The building has been remodeled to accommodate the storage of grain.

The Western Maryland Railway of Port Covington, Md., is preparing to increase the capacity of its elevator there to 3,800,000 bushels. The elevator was built in 1915 with capacity of 1,000,000 bushels. This was doubled in 1916 to twice that size. The enlarged structure will provide for an increase of

100 per cent in grain elevation to ships, for dock space for two additional steamers, a loading capacity of 120,000 bushels per hour and unloading capacity of 16 cars an hour.

Joseph R. Byram is president; and Henry H. Thompson, treasurer of the Potter & Wrightington, Inc., of Boston, Mass. Its capital stock is \$150,000. The company will deal in grain products, flour, etc.

F. C. Bowers, F. W. Demuth and D. C. Jones, Jr., have incorporated under the laws of Delaware under the name of the Neal Grain Company. Its capital stock is \$25,000. The company will operate at Englewood, N. J.

The grain elevator and milling interests of the Garber-Northam Grain Company at New York has been taken over by the recently incorporated Connecticut Agricultural Exchange Co-operative Company. The firm will sell and distribute grain and feed.

ILLINOIS

Extensive remodeling is being done to the grain elevators at Berwick, Ill., owned by Jerry Mahoney and Orrin Underwood.

A new 35,000-bushel concrete elevator is to be erected at Edwards, Ill., for the Farmers Co-operative Elevator Company.

A new scale office has been built at Covell, Ill., for C. U. Bower. The driveway approaches to the elevator have also been repaired.

The Galton Elevator at Arthur, Ill., has been purchased from T. E. Lyons by Frank E. DeHart of Arthur. The consideration was \$10,250.

Verne L. Markes of Mendota, Ill., has been put in charge of the Williamsfield, Ill., elevator of the Farmers Co-operative Elevator Company.

The Grant Park Co-operative Grain Company succeeds the Farmers Elevator Company at Brock (Grant Park p. o.), Ill. Ben Maas is manager.

C. A. Pfund has purchased the business at Utica, Ill., which for many years has been conducted by Dunaway & Benhard of Ottawa under the name of the Illinois Valley Grain Company.

The property at Roberts, Ill., formerly owned by the Roberts Co-operative Grain Company, has been purchased by the Farmers Grain Company for the consideration of \$22,200. M. Higdon is manager.

The National Elevator Company has been incorporated at Chicago, Ill., to handle grain, etc., and is located at 304-40 W. Jackson Blvd. The incorporators are: Alex C. Wiener, Roger L. Foote, and H. A. Ruthmund.

To deal in grain, seeds, lumber, fuel, machinery, etc., the Elburn Co-operative Company has been organized at Elburn, Ill. Its capital stock is \$50,000. E. E. Hughes, E. L. Hoyt, W. A. Beith, P. Meredith and J. H. Winterhalter are interested.

Reports state that the Conover Elevator at Peoria, Ill., has been taken over by Jackson Bros. & Co., of Chicago. The lease extends over a period of two years, based on a sliding bid, according to the amount of grain handled. The elevator has a capacity of 700,000 bushels.

INDIANA

The Fowler Grain Company of Fowler, Ind., has been dissolved as a corporation.

An elevator is to be built at Hamilton, Ind., for the Farmers Co-operative Elevator Company.

Business is to be discontinued by the Farmers Elevator Company of North Manchester, Ind.

The grain elevator at Sulphur Spring, Ind., is under the management of Harley Trimble of Windfall.

The interest of the Sutherlin Bros. in the elevator at Coatesvilles, Ind., has been purchased by A. J. Smith.

The elevator at Mill Grove (near Hartford City), Ind., has been purchased by Charles Graves of Knightstown, Ind.

A grain elevator at Hanna, Ind., is to be bought by the Andreas Elevator Company. H. E. Schirr of Westville will have charge.

The capital stock of the Farmers Co-operative Elevator Company of Spiker, Ind., has been increased from \$25,000 to \$50,000.

Abram and John O. Heilmann have purchased all the assets, with the exception of the accounts re-

ceivable, of the Farmers Co-operative Grain & Mercantile Company at Elkhart, Ind. They will operate under a new name.

Construction work has been completed and operation started in the new elevator of the Farmers Co-operative Company of Southport, Ind.

The Barr Grain Company has been organized at Chalmers, Ind., and has taken over the business of Ross, Ross & Barr. R. W. Barr is manager.

The Marion Co-operative Exchange of Marion, Ind., is in the hands of a receiver, B. A. Radabaugh. The company operates elevators at North Marion and South Marion.

Ben H. and John A. Hartman purchased for the consideration of \$5,000, the grain elevator of A. Waller & Co., located at Ford Station, near Evansville, Ind.

H. J. Berry, J. W. Jordan and G. F. Off have incorporated the National Elevator Company of Indianapolis, Ind. The company will construct and operate grain elevators.

A No. 34 Western Gyrating Cleaner and a No. 24 Sheller have been installed in the elevator of the Jefferson Grain Company of Jefferson (Frankfort p. o.), Ind. H. Rothenberger is manager.

W. D. Springer of Indianapolis, Ind., has placed the contract with the Reliance Construction Company of Indianapolis, Ind., to rebuild his elevator at Kennard, Ind., which burned on June 18.

THE DAKOTAS

The Sharon Elevator at Bantry, N. D., has been reopened by R. J. Rahfs.

The grain elevator at Chester, S. D., has been purchased by Jerry Ryan.

The Regan-Lynes Company of Bowdon, N. D., is to overhaul its elevator there.

Poor crops has made necessary the closing of the Atlas Elevator at Verdon, S. D.

Chas. Doyon is to have his elevator at Doyon, N. D., overhauled and remodeled.

The Farmers Elevator at Hastings, N. D., has been closed down for an indefinite period of time.

John Robertson has retired as manager of the Farmers Elevator at Gladstone, N. D. Mr. Switzer succeeds him.

The elevator of the Farmers Elevator at McCanna, N. D., is to be overhauled and equipped with an automatic scale.

The Ludden Co-operative Company of Ludden, N. D., has let the contract for the erection of a \$12,000 elevator.

The recently organized Farmers Elevator Company of Mannheim, N. D., has purchased the old Bismark Elevator.

S. A. Pritz is now manager of the Farmers Elevator at Underwood, N. D. The plant is new and is ready for operation.

H. M. Hanson's elevator at Grafton, N. D., is to be repaired and new coal sheds erected. The contract for the work has been let.

The contract has been awarded for the erection of a modern elevator at Canova, S. D. The elevator will have a capacity of 12,000 bushels.

The Farmers Elevator Company at Hudson, S. D., has increased its capital from \$10,000 to \$15,000. W. J. Morrison was re-elected manager.

The charter of the Farmers Elevator Company of Velva, N. D., has been amended and capital stock increased from \$10,000 to \$15,000.

J. L. Bergstresser has been succeeded as manager for the Traders Grain Company at Willow Lake, S. D., by Al Houghton of Brookings.

Repairs are being made to the elevator of the Farmers Elevator Company at Perry (Forman p. o.), N. D. The building was damaged by a storm recently.

E. F. Glaive, O. A. Stordahl and D. H. Carlson have incorporated the Farmers Co-operative Grain Company of Badger, S. D. Its capital stock is \$50,000.

J. H. Bockelheide, W. H. Bockelheide and George B. Bockelheide have filed articles of incorporation as the Chelsea Grain Company. Its capital stock is \$35,000.

On August 1 the grain elevator of the Binford Grain Company at Binford, N. D., was opened for business. The elevator was formerly known as

the Great Western and was controlled by the Great Western Grain Company. The company will handle soft, hard and lignite coal. Ludvig Amundson and J. A. Knapp are the owners of the new company.

A joint company known as the Sinai Elevator Company has been formed at Sinai, S. D., by the Farmers Shipping Association and the Farmers Elevator Company.

F. U. Kretsinger is president and general manager of the recently incorporated Farmers Co-operative Elevator Company of Elkton, S. D. The company is capitalized at \$20,000.

The Knife River Elevator Company of Hazen, N. D., has appointed M. J. Preidt of Timvick as its manager. The elevator, which has been closed for some time, will be opened in the near future.

The Davis Grain Elevator at Huron, S. D., has been purchased by Sheldon Reese. The elevator has a capacity of 40,000 bushels. It also has an electric feed grinder which will handle about 900 bushels of grain a day.

The W. I. Thompson Elevator at Oldham, S. D., has been purchased by Bob Fruen. Mr. Fruen was manager of the Sioux Falls branch of Hallett & Carey. He will operate a general shipping business in grain and potatoes.

High water in the Missouri River has undermined the railroad spur at the King Company's elevator at Yankton, S. D. The company has sold all of its grain and will close up the elevator. A new location is to be obtained.

The Brown County Elevator at Langford, S. D., has been purchased by the Olson Grain Company. The elevator has been operated by the Brown County Elevator Company under the management of George L. Hult. Reuben V. Olson will have charge of operations.

SOUTHERN AND SOUTHWESTERN

The elevator of J. L. Carhart and J. I. Wynn at Plainview, Texas, has been completed.

A grain and seed business has been opened at Murfreesboro, Tenn., by Henry King & Co.

The grain bin of Hughes & Rich at Tyrone, Okla., has been completed and is ready for business.

The business offices of the Dyke Grain Company at Gilmer, Texas, are in the Sheet Iron Building.

The capacity of the grain elevator of the Missouri Pacific Railway at Westwego, La., is to be doubled.

The Wadley Grain Company of Texhoma, Okla., is to be enlarged and remodeled in the near future.

Extensive repairs are to be made to the elevator of the Taft Elevator Company of Taft, Texas.

Improvements have been made to the Texas City (Texas) elevator, increasing the capacity to 18,000 bushels.

Lester Stone of Amarillo, Texas, has completed a 25,000-bushel elevator at Lark, near Amarillo, Texas.

An office in Hobart Okla., has been opened by the J. T. Gibbons Grain Company. W. A. Darby is in charge.

Repairs are being made to the Hunter Mills' elevator at Hunter, Okla. A new cleaner is being installed.

The Austin Grain Company succeeds the R. H. Drennan Grain Company at Big Cabin and Whiteoak, Okla.

A branch office has been opened at Amarillo, Texas, by the Townsend Grain Company. J. W. Ricks is in charge.

The Star Milling Company's elevator at Lexington, S. C., was recently opened under the direction of Harvey R. Shoaf.

A new foundation has been placed under the elevator of the Kingfisher Mill & Elevator Company at Kingfisher, Okla.

The elevator of M. E. Pennington at Kingfisher, Okla., has been sold to the W. R. Johnson Elevator Company of Enid, Okla.

The elevator at Hastings, Okla., has been leased by the Lawton Grain & Elevator Company. W. H. Mead is to have charge.

The establishment of the La Pampa Grain Company at Pampa, Texas, has been overhauled and the storage capacity increased.

Shepherd & Son of Hobart, Okla., have a new elevator and office there. The elevator is modern and has a capacity of 10,000 bushels.

An addition is to be erected for the Arkansas Mill & Grain Company of Walnut Ridge, Ark. A corn sheller, etc., is to be installed.

A new scale of 10 tons' capacity is being installed in the elevator of the Farmers Co-operative Elevator Company at Charleston, Okla.

The Farmers Co-operative Association has purchased the elevator at Douglass, Okla., owned by J. C. Pierson. Extensive repairs are to be made.

H. H. Housekiller is now at the Minco, Okla., elevator of the El Reno Mill & Elevator Company. He had for some time been manager of the company's elevator at Hydro. He succeeds D. A. Auder-

hub, who is now with the Farmers Co-operative Association of Sumner, Okla. Robt. Stockton succeeds him at Hydro.

A concrete elevator has been completed at Muskogee, Okla., for the Adkins Hay & Feed Company. The elevator is equipped with modern machinery.

The J. C. Hunt Grain Company has leased its elevator at Wichita Falls, Texas. The company will not engage in the grain business for the time being.

The Public Service Gin & Elevator Company at Kiowa, Okla., has been leased by Chas. E. Warner of McAlester. He will operate as the Service Grain Company.

The J. G. Smith Grain Company of Waco, Texas, has been chartered with a capital stock of \$20,000. The incorporators are: J. G. Smith, T. I. Smith and E. J. Smith.

The Fuller Grain Company of Wichita Falls, Texas, has been purchased by F. R. and G. D. Rigsby of Wichita Falls. F. E. Rigsby will manage the business.

The Coryell County Elevator Grain Company at Stephenville, Texas, has been leased by J. B. Woolverton and Mr. Clay. J. B. Woolverton will have active charge.

The Phoenix Elevator at Sherman, Texas, has been purchased by the Kimball Milling Company of Whitewright, Texas. The elevator has a capacity of 600,000 bushels.

John L. Woody, Leonard Woody and others have sold out the Woody Grain & Elevator Company at Madill, Okla., to M. D. Holford. He is now conducting the business.

The interest of J. H. Hughes in the J. A. Hughes Grain Company at Howe, Texas, has been sold by him. He is now manager of the Sherman Grain & Seed Company.

W. T. Bland, E. L. Randles and A. A. Garret have filed articles of incorporation at Wakita Okla., as the Farmers Co-operative Company. Its capital stock is \$15,000.

Capitalized at \$7,500, the Pruitt-Caldwell Grain Company has been incorporated at Alex, Okla. George R. Caldwell, J. H. Pruitt and Mrs. Annie Pruitt are interested.

The Strader-Alexander Company succeeds J. Edgar Strader & Co., Oklahoma City, Okla., grain and feed dealers. M. Moss Alexander of Oklahoma City is now in the company.

The mill at Lahoma, Okla., is being remodeled into a 30,000 bushel elevator. A new driveway, truck dump, invincible Cleaner, new legs, bins and a distributor system will be installed.

A new brick building is to be erected at Coleman, Texas, for the Wilson Grain Company. The new building, together with old one, will give the company floor space of 7600 square feet.

An office is to be opened at Enid, Okla., for the Wallingford Bros. Grain Company. J. W. Gerhardt is in charge. Mr. Gerhardt was for two years manager of the Hipple Grain Company of Wichita.

Articles of incorporation have been filed by John Howe, Dewitt Smith, John Stumb, J. Covington, and Harry A. Luck as the Covington Grain Company of Nashville, Tenn. Its capital stock is \$25,000.

Mr. Gibbons' interest in the elevator at Olustee, Okla., has been purchased by Tom Moore. D. A. Mock owns the other half interest. The company will operate as the Mock & Moore Grain Company.

Russell & Cargile, composed of Bob Cargile and Jonathan Russell, succeed the Nelson-Russell Company, grain feed and flour dealers, at Mount Pleasant, Texas. They have purchased the interests of W. G. Russell of Tyler and S. F. Nelson of Winnsboro.

A grain elevator of 8,000 bushels' capacity is being erected at Panhandle, Texas, for the J. L. Carhart Grain Company. Fairbanks Automatic scales of 1,000 bushels' capacity, a 10-ton Wagon scale and a 10 horsepower engine are to be installed.

Announcement is made by C. T. Alexander and P. L. Jacobson of Oklahoma City, Okla., that they have formed the Alexander-Jacobson Company, and will deal in grain, feed and flour and buy for the Sun Grain & Export Company of Guthrie and the Clement Grain Company of Waco, Texas. Mr. Alexander, who formerly was sales manager for the Yukon Mill & Elevator Company, has during the last year been general manager of the Alexander Brokerage Company of Oklahoma City. Mr. Jacobson formerly was in the Marshall-Jacobson Company and later general manager of the Jacobson Company. He is secretary of the Oklahoma Terminal Elevator Company of Oklahoma City.

The contract has been recently placed with A. M. Crain & Co., of Chicago, Ill., for a large marine tower and steel gallery addition, with other improvements to the public grain elevator at New Orleans, La. The new unit which will be 30 feet square by 130 feet high will replace an air suction system. The improvement will consist of conveyor belts, and lofters legs used to carry grain from Mississippi River Government barges to concrete

storage tanks with capacity of 15,000 bushels per hour. With completion of the work, the New Orleans Public Grain Elevator will have a capacity of 2,620,000 bushels. Practically all the machinery for the new addition will be supplied by the Webster Manufacturing Company of Chicago.

William Hayton, W. G. McCluskey, Geo. Prentice have incorporated the Farmers & Merchants Elevator Company of Billings, Okla. The company is capitalized at \$25,000. The company has purchased the elevator at Billings which was formerly controlled by the Canadian Mill & Elevator Co.

OHIO AND MICHIGAN

A modern elevator has been completed at Hillsboro, Ohio, for R. H. Toole.

W. H. Hill has purchased the Defiance Co-operative Company's elevator at Rice (Continental p. o.), Ohio.

A new drier is to be installed in the plant of the Fostoria Storage & Terminal Elevator Company of Fostoria, Ohio.

A new elevator is to be erected at Kawkawlin, near Bay City, Mich., for the Martindale Bean & Grain Company.

Property at Hamilton, Ohio, has been purchased by Robt. A. Campbell of Richmond, Ind. He will erect a grain elevator.

L. Thomas succeeds B. L. Harris as manager of the Grand Blanc Co-operative Elevator Company of Grand Blanc, Mich.

The North Branch Grain Company of North Branch, Mich., is succeeded by the North Branch Producers Association.

The Yates & Co.'s elevator at Kinderhook (Williamsport p. o.), Ohio, has been purchased by the H. M. Critea of Chillicothe.

B. B. Yates & Co., have purchased the elevator at Cook, Ohio, formerly owned by Clark & Co. They also purchased one at Mt. Sterling.

The capital stock of the Erlin Farmers Elevator & Supply Company of Erlin (Fremont p. o.), Ohio, has been increased from \$35,000 to \$100,000.

The Ross County Farm Bureau has leased the concrete grain elevator at Camp Sherman, near Chillicothe, Ohio, known as the Weidinger Elevator.

Leo White, L. R. McNutt, K. S. Graham and J. G. Garmean have incorporated the Monnett Elevator Company of Monnett, Ohio. Its capital stock is \$40,000.

The McManness Milling Company of Findlay, Ohio, is now operating a bonded warehouse. It is the only United States Bonded Warehouse in northwestern Ohio.

A brokerage and jobbing business in grain, feed and flour has been started by Chas. J. True of Akron, Ohio. Mr. True has been with the Quaker Oats Company for 14 years.

The Co-operative Buying & Selling Association of Constantine, Mich., is building an elevator replacing the one which burned in 1920. The elevator is to be modern in every particular.

The Cadmus Co-operative Association was recently organized at Cadmus, Mich., and has purchased an elevator there. C. H. Hall is president and M. Brenner, secretary-treasurer of the company.

The business of A. M. Tousley, grain, feed and flour dealer at Cleveland, Ohio, which he has been conducting for 25 years, has been incorporated under the name of the A. M. Tousley Company.

The interest of Sark & Plum in the elevator at Lilly Chapel, Ohio has been sold to Harvey Heffner and Robt. Snow of Circleville, Ohio. The elevator is known as the Orient Elevator. The price paid was \$16,000.

Grain elevators at Gutman and Geyer (St. Johns p. o.), Ohio, have been purchased by Elmer Sheets, proprietor of the Wapakoneta Grain Company. Mr. Sheets purchased them from C. M. Dobie. He now owns elevators at Waynesfield, Gutman, Geyer, Botkins and Wapakoneta.

The interest of Herbert Davis in the grain and feed firm of Ervin Bros. & Davis at Xenia, Ohio, has been purchased by C. H. Ervin. The deal includes the interest in the elevator, formerly known as the Smart Elevator. Fred Ervin, son of C. H. Ervin, is now interested in the firm. Mr. Davis, who is retiring for a while because of his health, has been in the grain and feed business for 25 years.

C. H. Bitner of the firm of Pollock & Bitner, operating a grain elevator at Cavett Ohio, has sold his half interest to C. G. Heist. The firm of Heist & Pollock succeeds Pollock & Bitner at Cavett. The transaction took place July 15. William Gillin of Paulding, Ohio, has sold his grain, hay and coal business to Pollock & Bitner of Cavett and retired from business on July 18. Pollock & Bitner took possession immediately and will operate as Bitner & Pollock of Paulding, Ohio. Mr. Bitner will make his home in Paulding. Mr. Bitner operated the elevator at Cavett for three years and gained many true friends. Mr. Pollock of Middle Point, Ohio, is well known to the grain and hay trade in north-

western Ohio. His firm has been an extensive buyer and shipper of grain, hay and straw. Mr. Pollock as manager of the Pollock Grain Company will continue the wholesale grain and hay business at Middle Point, Ohio, as in the past.

The Baker and Kilmer Elevators at Brookville and Dodsonville, Ohio, have been taken over by the Keplinger Grain Company. H. A. Keplinger, J. A. Keplinger and Dr. W. P. Keplinger are interested. H. A. Keplinger is half owner of the Sonora Elevator and the Eaton Feed Store.

The property and effects of the Farmers Co-operative Grain & Merchandising Company of London, Ohio, have been purchased by the London Farmers Exchange Company. R. C. Rea, G. C. Murray, Jas. Foody, Geo. Willis, Clarence Woosley, L. R. Bostwick and Jas. Wilson are the directors of the exchange.

The following have been elected to the directorate of the recently incorporated Michigan Elevator Exchange of Lansing, Mich.: W. E. Phillips, Decatur, M. R. Shirler, Caledonia, D. H. Ellis, Albion, George McCalle, Ypsilanti, Carl Martin, Coldwater, John Nicholson, Marlette, Jacob Landis, Scottville and James Nicol, South Haven. Ninety-three elevators in the state are represented in the membership of the exchange. James Nicol is president.

WESTERN

A. Lewis is to be manager of the Farmers Elevator Company of Denton, Mont.

The Bengé Elevator company of Bengé, Wash., is to enlarge its elevators there this year.

Repairs are being made to the National Elevator Company's property at Choteau, Mont.

An office is to be opened this fall at Lewiston, Idaho, for the Globe Grain & Milling Company.

The elevator of the Farmers Grain & Milling Company at Hazelton, Idaho, is being improved and overhauled.

Business has been resumed at Holyoke, Colo., by the Holyoke Grain Company under the management of Lou Speltz.

Ira F. Barnett is the successor to C. F. Smith as manager of the Farmers Elevator Company at Klondike, Ore.

R. C. Fisher, W. R. Fisher and R. J. Heuster have incorporated the Nampa Seed & Grain Company of Nampa, Idaho.

The capital stock of the Tonasket Warehouse & Milling Company of Tonasket, Wash., has been increased to \$100,000.

A grain elevator of 15,000 bushels' capacity is being erected at Peetz, Colo., for the Nebraska-Colo-rado Grain Company.

An elevator is to be built at Woodside Station, Mont., for the Farmers Co-operative Elevator Company of Hamilton, Mont.

The manager of the Molson Union Elevator Company at Molson, Wash., is William McCrory. He succeeds W. R. Messamore.

A new grain elevator is being erected at Emmett, Idaho, for the Farmers Co-operative Company of which F. M. Mingus is manager.

Soren Magnusson has resigned his position as manager of the Occident Elevator at Barber, Mont., and is succeeded by Mr. Nichols.

The elevator of Peter T. Berven of Roundup, Mont., at Bundy, Mont., has been leased by him to F. L. Finnegan for one year.

To conduct a grain and feed brokerage business, T. S. Hooker & Co., have been incorporated at Salt Lake City, Utah. Its capital stock is \$10,000.

The Colfax, Wash., office of the Kerr-Gifford Company is under the management of B. F. Manning. He was formerly in the real estate business.

Offices at Billings, Mont., have been opened by the W. P. Ladd Company. They will do a carlot business in grain, hay, seeds, beans, coal and feed.

The Flagler Grain & Elevator Company of Flagler, Colo., is erecting a new elevator of 15,000 bushels capacity. R. M. Farquhar is at the head of the company.

A Howe Scale and Globe Dump have been installed in the Occident Elevator Company's elevator at Hardin, Mont. The driveway is also being enlarged.

A. D. Floyd is succeeded as manager of the Farmers Elevator at Richey, Mont., by A. J. Foss. He until recently was agent of the Farmers Elevator at Glendive.

An office has been opened at Colfax, Wash., by the Neil Bros., grain dealers of Spokane, Ore. They have also acquired a lease on a warehouse and elevator belonging to the Community Milling Company at Endicott, Wash., and have bought a mill at Winona, Wash.

Liquidation of the Tri-State Terminal Company of Spokane, Wash., is in progress. The company which has been in existence 11 years, operated 30 warehouses and handled last year 4,000,000 bushels wheat. The business has been turned over to the

Northwestern Wheat Growers Association with W. J. Robinson of Pomeroy, president, and C. W. Nelson, sales manager.

C. L. Krull is manager of the Gallatin Valley Elevator at Shonkin, Mont. He recently resigned as manager of the McLean Elevator at Square Butte. Daniel Corcoran will be manager at Square Butte.

A. L. Wright is president; T. W. Sandell, vice-president; W. R. Horne, secretary and Alva McGuire, treasurer of the Mutual Fuel & Grain Company of Tremonton, Utah. Its capital stock is \$5,000.

The contract has been awarded the Burrell Engineering & Construction Company by the Colorado Milling & Elevator Company of Denver, Colo., for a concrete line elevator at Nunn, Colo. It has capacity of 60,000 bushels.

Reynolds & Co., of Puyallup, Wash., have started the erection of a warehouse and office building there. The firm will handle grain, feed and dairy and poultry supplies. William H. Reynolds is president of the company.

Permission was granted by Judge Herskey to J. G. Crites, receiver for the Montana Grain Growers, to re-sign leases with the Northern Grain & Warehouse Company of Oregon for the 22 elevators owned by the growers in the state of Montana.

The Independent Grain Company of Mohler, Wash., has leased its Mohler property to the Washington Grain Growers Association for two years. The Independent company succeeds the Mohler Union Warehouse Company. C. E. Hudson will be in charge.

The warehouses and interests of the Waverly Grain Company of Waverly, Wash., have been taken over by the Roberts-Squires Company. Arrangements are also being made to build another frame warehouse 150x50 feet to replace the one burned in April. A new cleaner and roller is to be installed in the house. The feed and fuel business is to be resumed.

MINNESOTA AND WISCONSIN

Carl J. Swenson is manager of the Farmers Elevator at Alpha, Minn.

H. E. Leaman is manager of the Monarch Elevator at Chokio, Minn.

The elevator of the Farmers Elevator Company at Amiret, Minn., is being repaired.

The Farmers Elevator Company of Waverly, Minn., has appointed H. J. Perre as manager.

The Farmers Elevator at Tyler, Minn., is to be conducted under the management of Karl Hansen.

The elevator at Beloit, Wis., has been purchased from J. L. Chester by A. C. Peters of Brook, Wis.

The Farmers Elevator at Fairmont, Minn., is under the management of E. W. Stafford of Sioux City.

Carl Johnson has resigned his position as agent for the Farmers Elevator Company at Lawndale, Minn.

B. F. Bertrand succeeds T. Stevens as agent for the Morgan Farmers Elevator Company of Morgan, Minn.

Tom Riley has resigned as manager of the elevator at Cylon, Wis., and is succeeded by Art Martin.

The Crookston Milling Company's elevator at Climax, Minn., has been sold by it to the Equity Exchange.

The elevator of the Farmers Elevator Company at Middle River, Minn., is under the management of T. O. Ramstad.

The Broker Elevator Company of Minneapolis, Minn., has sold its elevator at Greenwald, Minn., to Clemens Schulte.

The National Elevator Company of Wheatville (p. o. Ada), Minn., is making repairs on its elevator. The contract has been let.

H. G. Eglund is the new manager of the Pacific Elevator at Franklin, Minn. He was formerly elevator manager at Bird Island.

The Farmers Elevator Company of Marshall, Minn., has erected an addition to its elevator, including office and storage room.

The capital stock of the Glenwood Farmers Elevator Company of Glenwood, Minn., has been increased from \$10,000 to \$50,000.

The elevator, warehouse and docks of Teweles & Brandeis, grain dealers at Sturgeon Bay, Wis., which burned are being repaired.

On July 15 the Eagle Roller Mill Elevator at Morgan, Minn., opened for business. A. W. Hartwick is Morgan agent for the company.

The Steenacher Elevator and coal and wood yard at Beaver Dam, Wis., have been purchased by Louis J. Lange and Lawrence J. Hartzheim.

To handle grain, feed, flour, coal, cement, etc., the Wisconsin Grain Company has been incorporated at Sharon, Wis. The company is capitalized at \$50,000. Its organizers were; H. P. Aatzlow, A. C.

Peters and J. L. Chester. The company will take over the John Chester grain elevator and feed mill; A. C. Peters will operate them.

The elevator formerly owned and operated by the Triumph Grain Company at Triumph, Minn., has been purchased and will be operated by Fred Mattson of Alpha.

H. Bergstrom has given up his position as manager of the Wylie Co-operative Elevator and is now with the Sandberg Elevator at Thief River Falls, Minn.

The Farmers Elevator at Brewster, Minn., is being improved, including the building of a new driveway and the installation of new platforms for their scales.

The Ripon Farmers Elevator Company and the Badger Farmers Company have consolidated at Ripon, Wis., and will operate as the Ripon Farmers Elevator Company.

The grain elevator of the O'Neil Grain Company of Blakely, Minn., has been purchased by Dahlke & Mensing. John F. Dahlke and Fred H. Mensing are the new owners.

A new driveway is being built at the Farmers Elevator at Ihlen, Minn., and other improvements are being made to put the house in shape for the fall rush of business.

The Lismore Farmers Elevator Company of Lismore, Minn., has been reorganized and the elevator has been reopened. J. C. Wester is president and J. F. Cumiskey, secretary.

The Independent Elevator at Marietta, Minn., has been purchased by M. Heinzen and Leonard Jacobson from L. M. Maland. They are repairing it preparatory to business this fall.

The George Herberg Elevator at Pelican Rapids, Minn., has been purchased by C. J. Swanson. He has been manager of the Farmers Co-operative Elevator Company for 12 years.

Frank C. Metcalf and others have incorporated the Farmers Grain & Seed Company of Porter, Minn., capitalized at \$50,000. The company will deal in grain and some sidelines and operate a grain elevator.

A new elevator is to be built at St. Cloud, Minn., for the Great Northern Flour Mills Company replacing the one which burned in April. The elevator which burned had an approximate capacity of 120,000 bushels.

To buy and sell grain, produce and feed, the Bloomer Farm Products Company has been incorporated at Bloomer, Wis. J. Beemer, O. F. Steltner, and A. J. Martin are interested. Its capital stock is \$50,000.

The 750,000-bushel elevator at Manitowoc, Wis., which has been operated by the Bartlett Frazier Co., which has been closed for more than a year has been repaired and put into condition for operation.

The Independent Elevator at Frazee, Minn., has been sold by F. J. Johnson, who purchased the elevator last year, to the Broker Lumber Company of Minneapolis. The company also bought an elevator at Sebeka.

To deal in grain, fuel, real estate, etc., the Canisteo Lumber & Fuel Company has been incorporated at Coleraine, Minn. Its capital stock is \$100,000. G. C. Baum, S. F. Baum and Otto Baum are interested.

The grain elevator and the malting plant of the Portz Bros. at Hartford, Wis., have been sold to August Westphal. They will convert part of it into a milk condensing plant. The plant has been idle for more than a year.

To deal in grain, produce, farm products, hay, etc., the Bancroft Co-operative Association of Bancroft, Wis., has been incorporated. The organizers are: William H. Rogahn, C. Brady, Jr., and others. Its capital stock is \$6,000.

F. A. Draper, K. F. Zuelsdorf and A. D. Draper have incorporated the Thornton Feed & Grain Company at Wausau, Wis. Its capital stock is \$10,000. The company will manufacture and deal in flour, feed, grain, produce, implements, etc.

The elevator at Deer Creek, Minn., has been sold by S. M. Rector to K. B. Wilson of Park Rapids for the consideration of \$6,000. Mr. Wilson is an experienced grain man; at present he is manager for the Farmers Elevator at Park Rapids.

The Random Lake Co-operative Association of Random Lake, Wis., has made arrangements to overhaul and remodel its plant at a cost of between \$7,000 and \$9,000. A grain elevator and coal shed will be built and storage building will be remodeled at once.

The Belle City Milling Company has been organized at Racine, Wis., to buy and sell grain, feed, flour and seed, capitalized at \$25,000. The incorporators are N. Halbert, A. Halbert and Edward Davidson. The company has an elevator and feed grinding plant.

The property of the American Grain & Malting Company at Watertown, Minn., has been sold to Henry L. Goemann of Mansfield, Ohio. It is a mod-

ern malt house with capacity of 2 000 bushels per day. Mr. Goemann will rebuild the elevator plant and make it a modern grain handling establishment.

MISSOURI, KANSAS AND NEBRASKA

An elevator is being erected at Selkirk, Kan., for Frank Kucra.

The Shelby Grain Company has closed down its elevator at Shelby, Neb.

The J. S. Null Elevator at Spring Mill, Kan., has been leased by H. E. Messman.

A concrete office is being built at Offerle, Kan., for the Farmers Grain & Supply Company.

The Enterprise Mill & Elevator Company has completed its new elevator at Chaffee, Mo.

A car loading shed is being erected at North Topeka, Kan., for the Derby Grain Company.

W. E. Shell has given up his position as manager of the Talbott Grain Company of Laclede, Mo.

The grain business and coal yards of W. M. Kanna at Gas, Kan., have been reopened by him.

The capital stock of the Parks Equity Exchange of Parks, Neb., has been increased to \$40,000.

The Kansas Grain Company's elevator at Lewis, Kan., is under the management of J. S. Carter.

A grain elevator is to be erected at Berger, Mo. The elevator will be operated by an organization of the farmers.

The large grain elevator of Wm. Carrell at Atwood, Kan., has been leased to E. N. Conquest.

New storage bins are to be erected at Comstock, Neb., for the Farmers Union & Elevator Company.

The elevator of the Farmers Union at Russell, Kan., has recently been sold to the K. Fose Grain Company.

The V. A. Werts Elevator at Bunceton, Mo., has been leased by W. E. Coleman. He is operating it.

E. C. Bates is succeeded as manager of the Bauer-Vaughan Elevator at Burdett, Kan., by C. C. Brandon.

The elevator and grain business of the Bell Grain Company at Wilmore, Kan., have been sold by them.

The Rock Mill & Elevator Company of Burdett, Kan., has appointed E. L. Allen of Lewis as its manager.

George K. Petring, with Carl Strube as manager, is operating the Baker-Crowell Grain Company at Burr, Neb.

A modern grain elevator has been completed at Alida, Kan., for C. W. Bauer. It is now ready for operation.

E. A. Schneider has given up his position as manager of the Jones-Rogers Grain Company at Cawker City, Kan.

C. R. Hill is succeeded as manager of the Staplehurst Grain Company of Staplehurst, Neb., by Walter A. Zilling.

The Farmers Elevator at Fortescue, Mo., has been purchased for the consideration of \$14,000 by George Kopper.

The elevator of the Rea-Patterson Grain Company at Drexel, Mo., has been leased by the Wilmoth Grain Company.

August Schoenfeld of Deshler, Neb., has purchased the elevator of the Farmers Shipping Association of Davenport, Neb.

F. O. Spear of Hamburg, Iowa, has succeeded W. A. Goosman as manager of the Farmers Elevator at Tecumseh, Neb.

The Nye-Schneider-Fowler Company has sold a 1,500,000-bushel elevator at Omaha, Neb., to the Updike Grain Company.

A grain office has been opened at Norton, Kan., by the G. Moritz Grain Company of Hastings, Neb. O. B. Elliott is in charge.

A small elevator at Ensign, Kan., has been leased from the Farmers Grain & Supply Company by Lem F. Henry of Dodge City.

The grain and produce business conducted at Grain Valley, Mo., has been purchased by Suddah & Maxwell from W. M. Johnson.

Operations have been started in the new elevator of the La Grange (Mo.) Elevator Company of which W. J. McPike is manager.

The Sideloff Elevator at Belle Plaine, Kan., has been purchased by the Chalfant Grain Company of Augusta. W. R. Smith is in charge.

Harry J. Williams is no longer with the Williams Grain Company of Wichita, Kan., but is associated with the George Koch Grain Company.

The elevator and coal bins at Lone Elm, Kan., have been purchased by the Farmers Union. The union will operate under its own name.

Articles of incorporation have been filed by the Continental Grain Company of St. Joseph, Mo., capitalized at \$50,000. F. S. Gresham is president. The company has leased the Chicago, Great Western Elevator in North St. Joseph. Its capacity is

125,000 bushels; it was recently overhauled and put into first class condition. The company's offices are at 1118 Corby-Forsee Building.

S. S. Meadows has leased for a year the Farmers Elevator at Oregon, Mo. He has had 20 years' experience in the grain elevator business.

An addition is under construction at Herndon, Kan., for the Herndon Grain Association. The company will also install new machinery.

The capital stock of the Valley Stock Yards & Grain Company of Valley, Neb., has been increased to \$500,000. L. E. Whitmore is secretary.

The Alexander Elevator at Oxford, Kan., has been purchased by the Consolidated Flour Mills Company. I. S. Alton will remain with the new firm.

Improvements are being made to the elevator of the Ryan Grain Company of McCracken, Kan. The elevator will have a capacity of 20,000 bushels.

Capitalized at \$30,000, the Paris Farmers Elevator & Exchange Company has been incorporated at Paris, Mo. The company will start business soon.

A power house is being erected at Fairbury, Neb., for the Fairbury Mill & Elevator Company. The company will furnish part of the current for the town.

The Agenda Mill & Elevator Company of Bellville, Kan., has been purchased from C. E. Larsen by Eugene Fitts. The new owner took possession on July 1.

Part interest in the W. G. Sherman grain and seed business at Sidney, Neb., has been purchased by G. A. Chambers of Lincoln, Neb. He will move to Sidney.

A. M. Long of Belpre, Kan., has purchased the Belpre Co-operative Equity Union Elevators at Hawes and Malley, together with mill and elevator at Belpre.

The Hoxie (Kan.) Elevator of the Farmers Elevator Company has been sold to the Robinson Company of Salina, Kan. R. G. Van Horn will be manager.

The Midwest Grain Company of Hutchinson, Kan., has purchased the elevator of the Consolidated Mill Company of Centerville, Kan. Harry Fravel will be manager.

N. A. Kelly has taken over the Meyer's Elevator at Pierce City, Mo. He will buy wheat and handle feed and flour. A new feed grinding plant is to be installed.

The capital stock of the Farmers Union Co-operative Grain & Stock Association of Genoa, Neb., has been made \$25,000. M. E. Nelson is secretary of the company.

Chris Anderson and others have incorporated the Farmers Union Co-operative Grain & Supply Company of Norman, Neb. The company is capitalized at \$20,000.

The Farmers Union Business Association has completed the 30,000-bushel elevator at Solomon, Kan. The elevator is equipped with a Globe Dump, automatic weighter, drying bins, storeroom for mill feeds, etc. Harry Dilling is president of the company.

The work has been started on the work house of the Burlington Elevator at St. Joseph, Mo., which burned last winter. The storage tanks of the elevator will left standing. The new structure will be of concrete and have a capacity of 75,000 bushels. Weller Manufacturing Company's machinery will be used for the greater part of the

new equipment. Contract for the building of the plant was placed with Burrell Engineering & Construction Company.

The Farmers Mercantile Association of Effingham, Kan., has sold its grain elevator at a receiver's sale to C. C. Poston of Effingham. The purchase price was \$5,250.

Capitalized at \$10,000, the Farmers Produce & Grain Exchange Co-operative Association No. 223 has been incorporated at Chillicothe, Mo. G. B. Withite is a director.

Judge W. D. Loyd succeeds S. J. Todd as manager of the Farmers Mercantile & Elevator Company of Orrick, Mo. Walter Creason will be in charge of the elevator at Floyd.

The elevator at McCandles (Nemaha p. o.), Neb., formerly controlled by Richard Knapp has been purchased by Harry Benner. Mr. Benner has operated an elevator at Stella.

The new concrete elevator of the Culbertson Equity Exchange at Culbertson, Neb., has been completed and is ready for operation. Up-to-date machinery has been installed.

Mr. Gilbert for the consideration of \$8,350 purchased the West Elevator at Bradshaw, Neb., on July 1 at an auction sale. The elevator belonged to the Farmers Co-operative Union.

J. B. Geis is now with the Wichita Terminal Elevator Company of Wichita, Kan. He was formerly with the Foot-Geis Grain Company, which is now known as the Foot Grain Company.

The property in Independence, Mo., which the May Grain Company has been renting has been purchased by the firm. They have asked for bids for the construction of a 12,000-bushel grain elevator.

A. R. Ward is manager of the Farmers Mill & Elevator Company of Assaria, Kan., succeeding John E. Hughes. He was formerly manager of the Greensburg Milling Company of Greensburg, Kan.

The Farmers Grain & Supply Company of Greensburg, Kan., and the Brenham Mercantile Company of Brenham (Greensburg p. o.), Kan., have consolidated. The businesses will be managed from one office.

The Nebraska-Iowa Elevator at Milligan, Neb., has been purchased for \$10,000 by the Milligan Farmers Co-operative Association. Possession was given on July 1. The new company is capitalized at \$50,000.

J. T. Whalen is now manager of the Farmers Elevator at Denton, Neb. He had for 12 years been president of the Cortland Farmers Elevator Company of Cortland. H. B. Jackson will succeed Mr. Whalen at Cortland.

C. C. Perry of Leoti, Kan., has purchased the elevator at Atwood, Kan., owned and operated by Dan Downing and Elmer Conquest. Mr. Urben of McDonald will be connected with Mr. Perry in operating the elevator.

L. M. Duncan, J. F. Riker and Ray Owen have incorporated the Farmers Union Co-operative Association of Crestline, Kan. Its capital stock is \$15,000. The company will conduct a grain and product business and will operate a grain elevator.

The Eslinger Bros. of Cedar Springs, Mo., have purchased the New Milling & Grain Company of Eldorado Springs, Mo., formerly owned by J. W. Eddlemon, C. H. Cook and W. H. Melton. The property consists of a grain elevator and a 25-barrel mill.

OBITUARY

AIMAN.—Aged 27 years, Pierre B. Aiman died at an Indianapolis, Ind., hospital. He was manager of a grain elevator at Emporia, Ind. His widow and two children survive him.

BROWN.—Richard R. Brown died at Kittanning, Pa. He was a senior member of the firm of Morris Brown & Co., and was well known in the grain brokerage and bond business.

BUDD.—J. Tallman Budd died on July 21 at Buffalo, N. Y., aged 73 years. He was formerly connected with the elevator interests there and was manager of the Niagara Elevator and afterwards with the Kellogg Elevator.

BUSS.—Albert Buss, aged 50 years, died from injuries received in an automobile accident. He was manager of the Farmers Elevator Company at Rockham, S. D.

COOL.—On July 17, Wm. Cool died at his home in Cumberland, Iowa. He was a well known grain man. Two daughters survive him.

CARTER.—David Carter died at the home of his daughter at St. Louis, Mo. He was for 40 years

a member of the St. Louis Merchants Exchange. Mr. Carter was 81 years old.

CULBERT.—William E. Culbert died on July 24 after a lingering illness. He was president and manager of the Culbert Milling Company of Minneapolis, Minn. He had been engaged in the feed business for 12 years and was a member of the Minneapolis Hay Board of Trade.

FAEHN.—Paralysis caused the death of Andrew Faehn at a hospital in Watertown, Minn. He was formerly manager of the Farmers Elevator Company of Wallace, S. D. His widow and five children survive him.

FINNEN.—Alexander B. Finnen died at Killarney, Man., aged 61 years. He was a grain shipper there for 20 years.

HALL.—Edward Hayden Hall died at Fort Collins, Colo., recently. He was the founder of the Loveland Elevator Company at Loveland, Colo. Mr. Hall was 64 years old at the time of his death.

GANNETT.—Samuel Gannett died at Milton,

Mass. In 1854 he entered the grain and flour business with his brother. In 1860 he bought out his brother and continued alone until in 1908 when he retired. He was a member of the Boston Chamber of Commerce.

GORSUCH.—Chas. C. Gorsuch died on July 7 from heart trouble. He was for many years interested in the grain and milling business as head of N. I. Gorsuch Son Company of Westminster, Md. He was a member of the Baltimore Chamber of Commerce.

GRIMES.—On July 13 Gordon Grimes was drowned at Lake Calhoun, Minnesota. He was a feed jobber located at Minneapolis. He was formerly with the Fruen Cereal Company, but three months ago left its employ and entered business on his own account. He was 33 years old.

HAMMILL.—Caleb W. Hamill died at Paris, France, recently. He was a member of the Chicago commission house, Shearson, Hammill & Co., and was one of the older members of the Chicago Board of Trade.

HOWLETT.—After a lingering illness, Edward C. Howlett died at Boston, Mass. He was a member of the Chamber of Commerce since its organization in 1886. He was well known in grain circles, especially among dealers in feeds.

KELLEY.—Thos. Kelley died suddenly in his office on July 7. He was a grain elevator operator at Muscotah, Kan.

KIECKHEFER.—August Kieckhefer at the head of the Kieckhefer Elevator Company of Milwaukee, Wis., died recently.

NEVLING.—Following an operation, E. K. Nevling died at Wichita, Kan. He was buyer for the

Schaefer Grain Company. At one time, Mr. Nevling was president of the Board of Trade; he also had held the office of treasurer. His widow and one daughter survives him.

SHELTON.—Aged 67 years, J. Curd Shelton, died at Miami, Okla., where he was engaged in the grain business, July 4. His death was caused by heart trouble.

SHUTTS.—Harry Shutts died on July 23, aged 64 years. He was engaged in the feed, flour and grain business at Philadelphia, Pa. He had been a member of the Commercial Exchange for seven years and was a member of the Philadelphia Flour Club. His widow survives him.

SPURLOCK.—Ira Spurlock, a grain buyer at Woodward, Okla., was killed when a railroad car ran into his motor car.

TAYLOR.—A. K. Taylor, president of the Taylor & Bournique Company, of Milwaukee, Wis., died at his summer home in Lake Nagawicka. A detailed account of Mr. Taylor's career in the grain business is given elsewhere in this issue.

TRIBBLE.—F. K. Tribble, 62 years of age, for 20 years in the feed and lumber business at Danville, Ky., died on August 3, following a long illness. Surviving him are his wife, one brother and two sisters.

WILSON.—W. R. Wilson died recently at his home in Fremont, Neb. He was an old timer in the grain business. He went to Fremont in 1870 and soon after engaged in the grain business. Forty years ago he founded Nye-Wilson-Morehouse Grain Company which later became the Nye-Schneider-Fowler Grain Company.

FIRES—CASUALTIES

Deep, N. D.—Fire destroyed the grain elevator here not long ago.

El Paso, Texas.—Fire destroyed the elevator of John Kinsella recently.

Rothsay, Minn.—Fire destroyed completely the elevator here managed by Albert Miller.

Humboldt, S. D.—Lightning struck and set fire to the elevator of John McDonnell recently.

Duncombe, Iowa.—A fire loss of \$150,000 was suffered by the Farmers Elevator Company.

Portal, N. D.—A loss of \$5,000 was caused by fire in the Standard Elevator located here.

Brady, Mont.—On July 11 the warehouse of Fred S. Lewis was destroyed by fire. The loss was \$5,600.

Argusville, N. D.—The elevator and grist mill of the Argusville Milling Company burned with a loss of \$36,000.

Roscoe, Minn.—Fire destroyed the elevator of Miller & Co. About 2,000 bushels of grain were also destroyed.

Chicago, Ill.—The elevator of the Armour Grain Company was struck by lightning on July 8 causing a slight damage.

Clovis, N. M.—Friction in a motor set fire to the elevator of Lane & Son, on July 29, doing considerable damage.

Leeds, N. D.—Fire destroyed, with a loss of \$22,000, the Henretta Elevator. The insurance carried amounted to \$11,000.

Milan, Ind.—Henry H. Crum's elevator was totally destroyed by fire on July 7. The cause of the blaze was unknown.

Marysville, Ohio.—The elevator owned by the Spurrier Bros., was struck by lightning on July 28 but the damage was slight.

Oakdale, Calif.—Fire damaged the elevator of A. J. Gilbert to the extent of \$20,000. The loss is partly covered by insurance.

Oberon, N. D.—A small loss was experienced by the Equity Elevator Trading Company on July 12 when lightning struck its elevator.

Elrosa, Minn.—Lightning caused an incipient fire and small loss in the elevator owned by the Belgrade Flour Mills Company on July 16.

Dunn Center, N. D.—Fire destroyed the elevator and light plant of the Equity Elevator Company. The loss is largely covered by insurance.

Walkerton, Ind.—A fire started in the cob house owned by B. I. Holser & Co., on July 5 but was extinguished before much damage was done.

Ninnekah, Okla.—The elevator of the Ninnekah Grain & Lumber Company burned. The loss amounted to \$9,000. T. F. Bird is manager.

Chatham, Ont.—The elevator of the Rennie Seed Company here was completely destroyed by fire. Considerable machinery in the elevator was de-

stroyed and a building adjoining the elevator, containing seed corn, was damaged. The warehouse of the company was damaged by water.

Marion, Mo.—Lightning struck and did considerable damage to the grain elevator here owned by George Elliot. The plant was valued at \$3,500.

Barton, N. D.—Fire destroyed on August 4 the Farmers, Monarch and Simons Elevators. The fire is believed to have been of incendiary origin.

Seneca, S. D.—The elevator of the Farmers Elevator was damaged slightly by fire on July 15. The loss, which was small, was largely due to water.

Plymouth, Iowa.—Fire damaged the plant of the Farmers Elevator Company here. The fire is said to have been caused by spontaneous combustion.

Edinburg, Ind.—David R. Webb's elevator was destroyed by fire together with 4,000 bushels of wheat. Loss was \$30,000, covered by insurance.

Fayette, Ohio.—On June 22 lightning started a fire in the elevator of the Aungst Bros. It was extinguished in a hurry and the loss was small.

Irving, Kan.—The elevator of the Farmers Elevator & Livestock Co-operative Company was set on fire by lightning on July 1. The loss was small.

McCanna, N. D.—The McCanna Farmers Elevator Company sustained a small loss on their elevator by fire resulting from lightning on July 2.

Niles, (Leeds p. o.) N. D.—Fire originating from an unknown source totally destroyed the grain elevator of the Cullen Elevator Company on July 11.

Vesper, Kan.—The Morrison Grain Company's elevator was struck by lightning on July 27, but the fire was extinguished before much damage was done.

Ypsilanti, Mich.—On July 6 lightning struck the elevator owned by the Ypsilanti Farm Bureau Association. The extent of the loss has not been reported.

Covell, Ill.—On July 26 the Covell Farmers Grain Company's elevator caught fire. The loss was not large. The cause of the blaze has not been determined.

Munson, Alta.—Lightning struck and destroyed the elevator of the United Grain Growers here. A stock of flour and a carload of wheat were also destroyed.

Sturgeon Bay, Wis.—Fire damaged on July 5 the elevator and warehouse of Teweles & Brandeis. The loss was \$5,000. The repairs were made immediately.

Grafton, N. D.—The elevator of the Farmers Co-operative Grain Company was struck by lightning on July 12. The fire was extinguished without serious damage.

Turtle Lake, N. D.—Lightning struck and set fire to the Farmers Elevator, The Andrews Company's elevator and the Occident Elevator on July 25.

Some damage was also suffered by Regan & Lyness, owners of another elevator there. The total loss on the four elevators was between \$60,000 and \$75,000.

Decatur, Ill.—The Shellabarger Elevator Company experienced quite a serious loss when its elevator was totally destroyed by fire on July 31. The cause of the fire is unknown.

Clitherall, Minn.—Fire destroyed the Farmers Elevator here. Lightning is believed to have caused the blaze. The building was valued at \$18,000; partly covered by insurance.

Franklin, Ind.—The Farmers Elevator was destroyed completely by fire on July 13. The loss amounted to \$20,000; insurance, \$10,000. The grain destroyed was covered by insurance.

Kandiyohi, Minn.—Fire, believed to have originated from the sparks of a passing locomotive, started in the elevator of the Atwater Grain Company on July 5, causing a small damage.

Williamsburg, Ill.—On July 5 fire caused a loss of \$25,000 to the elevator of W. H. Whitlock here. About 1,000 bushels of grain were in the elevator at the time. The origin of the fire is unknown.

Londonderry, N. H.—Fire which nearly destroyed the entire town of Londonderry destroyed the plant of the Annis Grain & Lumber Company. The origin of the fire is believed to have been incendiary.

Bellaire, Ohio.—The store of the Eastern Ohio Feed & Supply Company here was partly destroyed by fire on July 31. The loss amounted to between \$15,000 and \$20,000. The loss is covered by insurance.

Bismarck, Mo.—Fire on July 30, completely destroyed the elevator and mill of the Bismarck Milling & Manufacturing Company. The cause of the loss is unknown. About 6,000 bushels of wheat burned.

Baltimore, Md.—Fire broke out in Bin No. 7 of the Western Maryland Elevator at Port Covington causing a loss of \$15,000 and serious injuries to three men. The fire was caused by spontaneous combustion.

St. Mary's, Kan.—Fire destroyed with a loss of about \$15,000 the elevator of the White Bros. The origin of the fire is unknown. At the time of the fire there were from 6,000 to 7,000 bushels of wheat in the bins.

Stanford, Ill.—Murphy & Ewing's elevator burned on July 4. There were 4,000 bushels oats and 700 bushels corn in the elevator. The grain was covered entirely, the building partly so, by insurance. The plant will be rebuilt.

Concordia, Kan.—Lightning struck the concrete tanks of the Concordia Milling Company, damaging two of them. The dump at the elevator was destroyed by the fire which followed. No damage was done to the mill building.

Mission, near Pendleton, Ore.—A grain warehouse containing 4,000 sacks of grain was destroyed by fire. The blaze is believed to have been caused by sparks from a passing train. The loss amounted to between \$18,000 and \$22,000.

Willow Creek, Mont.—The elevator of the Montana Grain Growers' here was destroyed by fire. There was but little grain in the elevator and the losses are covered by insurance. Building was valued at between \$7,000 and \$8,000.

Sturgis, Ky.—Fire damaged the grain elevator of the Tradewater Milling Company. The loss amounted to \$125,000. About 15,000 bushels wheat, 2,000 bushels corn and some oats were destroyed. The loss is partly covered by insurance of \$50,000.

Louisville, Ky.—The Ritter-Hennings Company, feed manufacturers and hay, grain and feed dealers, on July 27 lost its plant and equipment by fire. Loss was about \$25,000; covered by insurance. The company secured temporary quarters and is going ahead with business.

Oakdale, Wash.—Together with 16,000 bushels of wheat, the Pacific Company's elevator here burned. Loss on building, \$20,000, insurance, \$10,000; loss on wheat, \$15,000, insurance \$5,000. The elevator was leased by the Palmerton-Moore Grain Company of Spokane.

Clarinda, Iowa.—On July 22, fire damaged the property of the A. A. Berry Seed Company to the extent of \$200,000. This loss is well covered by insurance. In addition to the iron-clad frame elevator, the following buildings were destroyed: Two iron-clad frame storage buildings, a double corn crib, part of main building, and a garage. The company soon after the fire cleared away the debris and made plans for rebuilding.

RECENT estimates fix the import wheat requirement of France at 56,000,000 bushels, besides wheat she will get from North Africa.

NORTH AFRICA has a wheat yield of only 1,700,000 tons of wheat, which is 800,000 tons or 32 per cent below the 5-year average.

THE Union Trust Company of North Manchester, Ind., has been appointed receiver for the Farmers Elevator Company.

THE AMERICAN ELEVATOR AND GRAIN TRADE

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for July:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	4,874,675	4,018,137	2,400,834
Corn, bus...	272,648	232,443	1,217,214
Oats, bus...	38,174	91,825	2,300
Barley, bus...	66,542	75,012	2,432,301
Rye, bus...	1,037,742	2,014,092	532,170
Hay, tons...	795	2,106	50,131
Flour, bbls...	166,845	241,163	180,125

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	14,070,000	2,562,000	3,921,000
Corn, bus...	8,954,000	9,067,000	11,277,000
Oats, bus...	10,722,000	7,299,000	5,199,000
Barley, bus...	552,000	867,000	242,000
Rye, bus...	944,000	369,000	87,000
Timothy Seed, lbs.	579,000	674,000	1,001,000
Clover Seed, lbs.	84,000	98,000	269,000
Other Grass Seed, lbs.	361,000	366,000	1,290,000
Flax Seed, bus.	124,000	71,000	1,000
Hay, tons...	8,231	12,615	203
Flour, bbls...	919,000	592,000	573,000

CINCINNATI—Reported by D. J. Smith, executive-secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	983,600	503,400	358,800
Shelled Corn, bus...	240,000	558,000	274,800
Oats, bus...	560,000	224,000	22,800
Barley, bus...	37,200	3,900	8,400
Rye, bus...	2,400	10,400	8,400
Ear Corn, bus...	4,730	6,556	2,007
Hay, tons...	1,350	1,080	508,000

CLEVELAND—Reported by F. H. Baer, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	71,990	93,334	75,780
Rye, bus...	224,465	96,751	157,857
Corn, bus...	228,857	163,031	187,356
Oats, bus...	388,685	163,031	187,356
Barley, bus...	2,501	1,375	1,700
Rye, bus...	4,603	2,050	1,700
Hay, tons...	858	2,050	1,700

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Bonded Wheat, bus...	289,389	245,249	2,808,887
Wheat, bus...	3,173,588	2,876,928	3,145,522
Corn, bus...	418,559	595,501	94,333
Oats, bus...	185,129	598,028	277,043
Barley, bus...	161,994	459,761	151,433
Rye, bus...	509,222	350,717	1,787,009
Flax Seed, bus...	572,494	932,315	725,407
Bonded Flax Seed, bus...	85,117	.....	535,491

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	4,248,408	4,907,450	5,495,679
Corn, bus...	161,802	.....	94,333
Oats, bus...	5,457,381	1,411,549	5,870,581
Barley, bus...	1,267,632	468,193	1,383,065
Rye, bus...	80,939	57,767	113,191
Flax Seed, bus...	506,659	357,180	336,575
Mixed Grain, lbs.	1,856,380	1,101,925	552,731

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	1,908,000	878,800	1,323,400
Corn, bus...	809,200	1,937,600	751,800
Oats, bus...	2,382,000	1,000,000	1,818,000
Rye, bus...	222,600	22,400	214,200
Flour, bbls, mfg.	28,356	.....	25,200

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	19,183,500	6,770,250	8,255,250
Corn, bus...	1,418,750	793,750	1,542,500
Oats, bus...	562,700	514,000	121,500
Barley, bus...	112,500	160,500	106,600
Rye, bus...	12,100	69,300	6,600
Kaffir Corn, bus...	234,300	767,800	335,000
Hay, tons...	14,752	36,468	4,500
Flour, bbls...	73,125	51,675	415,575

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Los Angeles Grain Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, cars...	231	170	.....
Corn, cars...	78	9	.....
Oats, cars...	18	53	.....
Barley, cars...	106	104	.....
Rye, cars...	2	3	.....
Kaffir Corn and Milo, cars...	37	285	.....
Hay, cars...	1,108	1,208	.....
Flour, cars...	128	81	.....

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	1,652,400	241,650	1,140,643
Corn, bus...	2,339,550	1,866,325	2,430,235
Oats, bus...	2,576,110	2,131,100	808,630
Barley, bus...	781,770	514,485	259,610
Rye, bus...	176,530	121,930	67,789
Timothy Seed, lbs.	60,000	120,000	53,602
Clover Seed, lbs.	8,650	590	196,495
Flax Seed, lbs.	68,000	299,168	3,522
Feed, tons...	10,660	4,868	23,100
Hay, tons...	408	1,345	360
Flour, bbls...	121,210	78,745	94,220

MINNEAPOLIS—Reported by G. W. Masche, statistician of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	7,798,970	7,008,170	3,899,130
Corn, bus...	401,200	161,360	472,620
Oats, bus...	2,436,040	948,350	476,680
Barley, bus...	991,730	694,560	1,122,320
Rye, bus...	426,000	418,000	263,320
Flax Seed, bus...	343,000	552,180	113,830
Hay, tons...	895	1,484	92
Flour, bbls...	83,110	86,910	1,168,996

MONTREAL—Reported by George Madrill, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	4,092,625	7,256,174	4,320,203
Corn, bus...	7,950,259	111,389	6,544,383
Oats, bus...	4,308,303	449,517	3,728,715
Barley, bus...	652,231	178,393	562,531
Rye, bus...	324,416	538,707	718,556
Flax Seed, bus...	28,375	3,475	.....
Hay, bales...	18,912	52,236	1,821
Flour, sacks...	386,947	327,152	391,563

NEW ORLEANS—Reported by G. S. Colby, chief grain inspector and weighmaster of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	6,351,259	5,277,656
Corn, bus...	441,150	98,020
Oats, bus...	28,580	35,400
Barley, bus...	36,346	415,334
Rye, bus...	25,714	25,000

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	2,556,700	1,537,000	.....
Corn, bus...	1,378,655	1,550,000	.....
Oats, bus...	942,954	672,000	.....
Barley, bus...	793,300	850,000	.....
Rye, bus...	71,200	123,000	.....
Clover Seed, bags	417	137	.....
Flax Seed, bus...	280,512	.....	.....
Hay, tons...	8,348	392	bales
Flour, bbls...	913,650	603,000	.....

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	6,236,400	2,949,600	2,931,600
Corn, bus...	1,526,000	1,548,400	1,656,200
Oats, bus...	830,000	838,000	514,000
Barley, bus...	64,800	54,000	39,600
Rye, bus...	60,500	60,500	31,900

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	454,400	361,800	426,400
Corn, bus...	702,810	1,561,200	193,050
Oats, bus...	686,860	1,184,000	415,200
Barley, bus...	26,600	141,000	25,200
Rye, bus...	7,250	133,600	13,200
Milk Feed, tons	2,800	10,010	10,100
Seeds, lbs...	60,000	60,000	60,000
Hay, tons...	300	2,110	120
Flour, bbls...	159,600	166,600	153,400

PHILADELPHIA—Reported by S. S. Daniels, statistician of the Commercial Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	2,130,799	1,575,696	1,483,038
Corn, bus...	393,563	77,346	574,818
Oats, bus...	223,608	169,888	.....
Barley, bus...	1,241	3,740	163,714
Rye, bus...	4,843	174,473	.....
Flour, bbls...	224,714	286,765	45,557

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, cts...	52,410	.....	.....
Corn, cts...	7,594	.....	.....
Oats, cts...	57,769	.....	.....
Barley, cts...	439,198	.....	.....
Rye, cts...	35	.....	.....
Hay, tons...	8,152	.....	.....
Flour, qr. sx.	283,306	.....	.....

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	9,767,576	4,270,970	4,682,210
Corn, bus...	1,755,000	2,299,120	1,429,295
Oats, bus...	2,316,000	2,264,000	1,250,590
Barley, bus...	69,155	60,833	26,010
Rye, bus...	22,047	34,487	5,070
Kaffir Corn, bus...	88,750	164,780	65,160
Hay, tons...	8,427	16,314	3,025
Flour, bbls...	490,210	314,970	545,255

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus...	1,069,000	262,000	92,730
Corn, bus...	152,500	183,750	202,685
Oats, bus...	608,850	176,250	124,040
Barley, bus...	7,200	3,600	1,250
Rye, bus...	121,200	22,800	17,455
Timothy Seed, bags	36	.....	1,781
Alsike, bags...	117	15	243
Clover Seed, bags	.....	392	690

FIELD SEEDS

RENTS "PASTURAGE" FOR BEES

A new business enterprise has been started by the Henry Field Seed Company of Shenandoah, Iowa, which has fields of Hubam Sweet Clover under cultivation. The company has rented its fields for "pasture" of several hundred colonies of bees. Three years ago Mr. Field secured 50 seeds of the new Hubam Clover Seed; from these he secured 49 living plants. All the seed was sown and the next year the process was repeated with the result that he has secured six acres of seed from which he sold \$5,000 of seed at \$5 a pound. This year he has 130 acres of this variety of Clover.

THE KANSAS CITY SEED MARKET

BY E. B. BROWN

The seed market at Kansas City has been unchanged for several weeks, except for a slight weakness in prices for Timothy. There is only a nominal interest in Cane, Millet and Sudan grass. Offerings are small of all classes. Reports on trade conditions deal chiefly with the new crop outlook. A fair harvest of Timothy seed is expected to move from north central Missouri in August. Some Bluegrass has arrived in the rough state, but there has not been enough threshing to establish prices on cleaned seed. The Clover seed situation is still dependent on the hay situation. Advice regarding Alfalfa hay are generally unfavorable and a bullish feeling exists in regard to this seed.

The following prices are quoted on the basis of carlots from first hands: Alfalfa, per cwt., \$10@15; timothy, \$3.25@4.25; blue grass, rough, \$2@2.50; meadow fescue, \$10@12.50; millet, 90c@1.25; Sudan, \$2@2.40; cane seed, \$1.20@1.50.

DISEASE-FREE SEED CORN YIELDS BETTER

Seed corn that gave 100 per cent germination, but showed infection by harmful organisms was matched against corn that showed no infection in a series of tests carried out by plant specialists of the United States Department of Agriculture in co-operation with the Indiana Experiment Station, according to recent issue of the *Market Reporter*. The disease-free seed gave an increased yield of 10 to 30 per cent above its competitor.

Further results of the test seemed to prove that when corn was planted too thickly in hill or drill row it was more susceptible to disease than when better space was given it. In a similar test at Bloomington, Ill., the disease-free seed gave an in-

crease of 23 per cent over the other corn, which was selected for high germination only. At Hoopes-ton, Ill., the difference, measured in tons, ranged from 0.01 ton to 1.5 tons in favor of the seed selected both for high germination and freedom from disease.

The selection was based on the absence of discoloration in the kernels and cobs as indicating soundness. Disease is indicated by brown discoloration at the butts of the ears and at the kernel tips and by decay in the cobs.

SEED CORN TIME IN MINNESOTA

Following its plan for promoting "better farming" in Minnesota the *University Farm Press News* sent the accompanying letters to editors throughout the state:

This will serve as a reminder that Seed Corn time is drawing near. For several years Seed Corn Time has been September 10-20. This year on account of the early season and the advanced state of the corn crop, Seed Corn Time will be September 5-15.

The observance of Seed Corn Time has literally put millions of dollars into the pockets of farmers of Minnesota. Many a farmer has to thank his foresight in selecting and storing seed corn before time for killing frosts in Minnesota, about September 20, for a good crop the following year.

Seed corn selection, moreover, has extended the corn belt far northward.

Corn, therefore, had become a staple crop in Minnesota, and with the increase in the livestock industry and the use of the silo, it will be more and more in demand.

Scotia, New Brunswick and Quebec proved an important factor in relieving the shortage in Ontario it is stated.

Seed laboratories are now maintained by the department at Ottawa, Winnipeg and Calgary and at these points some 28,000 tests were carried out during the year. Samples of wheat, oats, barley, Timothy and Clover were tested for vitality and at Calgary investigation was made into the effect of frost on germination.

INCREASE IN SEED SALES

The retail sales of Clover and grass seeds, with few exceptions, were greater during the 1921 selling season than they were in 1920, says a recent issue of the Department of Agriculture's Market Reporter. Sales of millets, sorghos, rape, and a few other late-sown forage crop seeds, however, were below last year and normal in practically every geographical division, according to data obtained by the Bureau of Markets and Crop Estimates.

The increase in sales of Clover and grass seeds is thought to be of far-reaching significance in that it indicates a return of agriculture to a more economic basis. Food, feed, and fiber crops were produced during the past few years at the expense of plowing up many old meadows; but this year, with the price of seeds down in line with that of other farm products and more farmers than usual having produced their own seed, new meadows and pastures have been sown.

Compared with last year, sales of Sweet Clover were 12 per cent less in the North Atlantic, 18 per cent less in the Rocky Mountain, and 11 per cent less in the North Pacific Divisions; Red Clover, Alfalfa, and Timothy show appreciable increases in almost every division; Redtop and Orchard Grass were slightly less in the Southeastern, North Central, Rocky Mountain, and North Pacific Divisions; Cowpeas 14 per cent less in the Southeastern and 19 per cent less in the North Central Division; Soy Beans on the whole about the same; and seed potatoes and seed grains the same or slightly less.

The stringent financial situation was no doubt a strong factor affecting the retail demand for seeds. A larger percentage than usual of the farmers sowed seeds of their own production and many of them had a surplus of seed which was sold to neighboring farmers rather than to dealers for recleaning and resale. Of course many seeds are produced in well defined localized areas but are sown extensively throughout the United States. Clovers and grasses are in this class and the sale and distribution of these were stimulated by the comparatively low prices.

A NEW SEED CLEANING PROCESS

BY C. H. BROOKS

A new process and machine for cleaning seeds, invented and patented by E. D. Eddy, of Toronto, Ont., formerly Chief Seed Inspector for Canada, have been developed and successfully operated on a commercial scale during the past season.

The process involves the use of neither screens nor air currents. It consists in separating seeds of different specific gravities by subjecting them to centrifugal action in the presence of a liquid, the specific gravity of which is pre-determined and fixed at a point intermediate between the specific gravities of the seeds which it is desired to separate, and effecting a continuous discharge of both the heavy and light separations. By this means, it is claimed, an instantaneous and accurate separation is made on the basis of specific gravity, and the proportions of the seeds going into the light and heavy separations are under perfect control by regulating the density of the liquid used.

Experimental work with the process indicated great possibilities in cleaning clover seed and increasing its value. The seed cleaning work done during the past season has proven that equally good or better results are secured when the process is operated on a commercial scale. Mr. Eddy states that many lots of clover seed which had been cleaned as well as possible by the best available machinery, when subjected to the new process have been raised from one to three grades, thus greatly increasing their commercial value.

The effect of the process in removing various kinds of weed seeds is shown by a summary of the official certificates on samples of the lots of seed before and after cleaning. The accompanying table includes practically all of the lots cleaned. These varied in quantity from one bag to a carload. Some lots were cleaned as thoroughly as possible by ordinary wind and screen mills before being treated, while others were as they came from the thresher. In the table the principal kinds of weed seeds are entered separately in two columns, the one headed "B" indicating the number of weed seeds per ounce before cleaning, and the column headed "C" indicating the number after cleaning. The official grading under the standards of the Seed Control Act of Canada before and after cleaning is also given. The averages shown are arrived at by taking the totals in columns "B" and "C" and dividing by the number of samples showing any weed seeds in either "B" or "C" columns. The

average is therefore that of the lots actually containing the particular kind of weed seed named, and not necessarily the average of all the lots cleaned.

Mr. Eddy has prepared a series of tables which summarize the official certificates on lots of seeds cleaned by his process. They include results obtained on Alsike, Red Clover, Alfalfa and White Clover and show that most kinds of noxious weed seeds are greatly reduced or entirely removed. Preliminary results with Timothy also show great promise for the new process.

NEW SEED TRADEMARKS

The following new seed trademarks have recently been published in the *Official Gazette* of the U. S. Patent Office: Timothy seed. Horace E. Conklin,



Binghamton, N. Y. Filed January 14, 1920. Serial No. 127,118. "Minota" field seeds. Daniel D. Simons, Minot, N. D. Filed April 4, 1921. Serial No. 145,723.

SEEDS IN MILWAUKEE

BY C. O. SKINROOD

The movement of seeds in the Milwaukee market is below the usual as noted in the figures on receipts and shipments for the past month. Receipts of Clover seeds in the month passed have been 68,800 pounds as compared with 299,168 pounds for the same month a year ago. This indicates that the Clover seed receipts for July were about one fourth of those for a year ago in the same period.

On the side of shipments however, July, 1921 makes a better showing with 196,495 pounds as compared with 211,100 pounds for the corresponding month a year ago. Trade is therefore just a little below that of 1920 from the standpoint of shipments.

Timothy seeds also shows relatively light activity as compared with last year. The receipts of Timothy for July just past, were 60,000 pounds as compared with 120,000 pounds a year ago. Receipts were therefore just half of those of a year ago.

Shipments of Timothy seed for July, 1921 were 53,602 pounds as compared with 30,000 pounds for July 1920. Shipments were small last year, and they were somewhat larger this year, though not of large volume.

The reduced seed trade in July, 1921 is ascribed to the heavy business during the spring, business being concentrated in the early spring months much more than usual.

The hot dry weather which prevailed over much of Wisconsin during the early summer has set its mark on seed production. The latest reports on second Clover showed that it would be just a fair yield. In many cases the second crop of Clover had to be turned into pasture because of the very poor condition of the regular pastures. The second crop of Alfalfa has also been secured. The millet of the state headed short and will apparently be a comparatively small yield.

The outlook in the seed trade is for a normal business, according to the report on this business by the First Wisconsin Bank Statistical Department. The report says that with a short yield, there is an outlook for a stronger market in seeds.

The bank report states that because of the long spell of hot, dry weather, the seed trade will open up about two weeks earlier than usual. The prospects are for a light crop, the bank report says, the weather having cut down the Red Clover production and that of the other standard seeds as well.

The latest state report on the Clover crop shows a condition of only 65 per cent as compared with 78 per cent a month previous and 92 per cent a year ago. The 10-year average is 85 per cent, indicating that the Clover crop is no less than 20 per cent below the usual mark.

The latest report on Alfalfa showed 91 per cent as compared with 93 per cent a month previous and 94 per cent a year ago. The 10-year average is 86 per cent, so that the crop is actually about 8 points above the usual condition.

The acreage of Timothy in Wisconsin is given as 107 per cent of last year.

Millet, according to the latest reports, showed a condition of 82 per cent as compared with 91 per cent a year ago and a 10-year average of 88 per cent. Millet is therefore about six points under

the normal average. All of these percentages were, however, reduced due to the warm weather after the report was made.

The condition of Timothy is also on the toboggan with 77 per cent as compared with 86 per cent a year ago and a 10-year average of 84 per cent. Timothy is therefore about seven points under normal.

Summarizing the report indicates a good yield of Alfalfa, a very poor showing of Clover and a fair outlook for Millet and Timothy, but below the normal.

The crop outlook for seeds, while not yet fully determined is much improved for Red Clover, according to the Courteen Seed Company. Even with the improvement which is believed to have taken place, the prospects are still declared doubtful. The Courteen company also reports that the crop of Alsike will in all probability be less than last year. The White Clover harvest is expected to be short. Iowa is said to be offering Timothy seed. Notwithstanding the dubious crop news, the seed trade this fall is expected to be good according to the officials of the company.

The Kellogg Seed Company also finds that the crop outlook has been much improved for the last two weeks, especially in Red Clover. It is believed however, that the drought has done its deadly work and that the yield will be far from a normal one. Other crop reports of the company indicate White Clover a rather short crop, and Alsike a fair crop. The company is now receiving White Clover and Alsike. Prospects for the fall business are reported only as fair, due to the short yields in many of the staple lines of seeds.

Just a fair crop of seeds is the verdict of the L. Teweles Seed Company in giving a report on the prospects. The rains, it is declared by officials of the company, made a decided change in the seed outlook and will help make at least a moderate yield. A good crop of Alfalfa is looked for by the company, while the Red Clover yield should be fair, and White Clover should give a fair yield but of high quality seed. The crop of Alsike is expected to be average and some of the seed is already moving. The offerings of Timothy from Iowa are said to be plentiful. The prospects for fall business are reported by the company as good.

The North American Seed Company finds that there is very little carry-over of seeds and that therefore the prospects are for very good prices, at least without any substantial declines. The company reports further that the outlook for the farmers is improving rapidly, so that they will be in a position to plant more seeds than usual. A lively trade is the confident prediction of this young aggressive seed house. The North American quotes \$17 to \$21 on Mammoth Red Clover, the first that has been received at Milwaukee for the season. The crop of Medium Red Clover is expected to be light, but it is believed that the seeds will be of good quality. Alsike is priced at \$11 to \$15 with good yield and good quality. White Clover is expected to be less than an average crop, the price ranging from \$25 to \$38. A normal crop of Timothy is anticipated by the North American company, prices ruling around \$4.50 to \$5.50. Alfalfa yield is expected to be below average, prices now ruling from \$16 to \$20. A lively trade in seeds is predicted by the company, perhaps by late in September, or early in October.

Capitalized at \$100,000, the J. P. Peppard Seed Company has been incorporated at Kansas City, Mo.

A new office has been built at Newton, Ill., for the Newton Seed & Feed Company.

The seed business of H. Schumacher at Charlotte, Iowa, has been purchased by F. C. Dohrmann.

Half interest in the Forbes Seed Company of Plymouth, Ind., has been purchased by George L. Plymman.

The wholesale and retail departments of the Lee Seed Company of Fort Smith, Ark., have been consolidated.

The elevator of the Abrams Seed Company at Eaton Rapids, Mich., which burned on July 31, is to be rebuilt.

A complete seed cleaning and storage plant has been completed at Shawnee, Okla., for the Clarke & Keller Seed Store.

G. M. McKee is no longer with the Clarinda Seed & Feed Company of Clarinda, Iowa. He has resigned his position as manager.

The Hovey Seed Company of Boston, Mass., has been purchased by Carter's Tested Seeds, Inc. The company was established in 1834.

The Rheney Seed Company of Charleston, S. C., has made plans for the opening of a seed store at Clinton, S. C., early in September.

Ed. Kasch, Herman Conrads and W. R. Williams have incorporated at San Marcos, Texas, as the Kasch Pedigreed Seed Farms. Capital stock is \$30,000.

A. A. Henneman is president; A. W. Skuderna, vice-president, and G. A. Blotz, secretary and treasurer, of the recently incorporated Blotz-Henneman Seed Company of Rocky Ford, Colo. It is cap-

italized at \$50,000. The company will remain under the management of Mr. Henneman and Mr. Blotz.

L. C. Bullock is now in charge of a seed store at Clarinda, Iowa. He had been in charge of one of the stores at Shenandoah, Iowa, of the Henry Field Seed Company.

G. S. Steward is no longer connected with Albert Dickinson Seed Company as manager of its Minneapolis, Minn., branch. He had been with the company 12 years when he resigned.

Edgar B. Pilcher is with the Georgia-Florida Seed Company of Cordele, Ga., and will cover southern Georgia territory for it. Mr. Pilcher was for years with the N. L. Willett Seed Company.

A warehouse addition is to be built to the elevator of the Northern Field Seed Company of Winona, Minn. The addition will be 18x34 feet, one story high, concrete floor and ironclad construction.

A building is to be erected at Mason City, Iowa, for the W. T. Ainsworth & Son whose old drying plant recently burned. The new building is some-

what smaller than the old one but is modern in every detail.

Alfred Chescheir, G. Chescheir and Geo. M. Chescheir have incorporated at Louisville, Ky., capitalized at \$250,000, as the Ross Seed Company.

William Gatterman is no longer interested in the Rugowski Seed Company of Manitowoc, Wis. The company is a large grower and wholesale dealer in field and other seeds. J. K. Rugowski is continuing the business.

The Utah Farm Bureau and the Idaho Farm Bureau through the organization of the Western Seed Growers' Marketing Company, affiliated with Northrup, King & Co., have made a plan for the marketing of seed involving the pooling of Alfalfa and Clover seed sales.

Buildings at Muscatine, Fairfield and Iowa City, Iowa, have been leased by the Bruns Seed Company of Washington, Iowa. The company now has retail stores at Davenport, Muscatine, Iowa City, Fairfield, Washington and Sigourney, Iowa, in addition to wholesale and mail order plants.

[Field Seeds continued on Page 135]

HAY, STRAW AND FEED

HAY MARKET ADVANCING

In their letter of August 10, Albert Miller & Co., Chicago, Ill., say: Timothy is still advancing. Quotations again higher. Good hay selling above quotations. We sold car standard new hay on north side this morning at \$28 a ton. Had to turn down a dozen customers. Listen to us and consign now. Try us now while market is advancing. Southwestern receipts of Prairie again ample today. Market holds firm at \$15 to \$18 owing to shortage of Timothy. Buffalo hay wanted, \$18 to \$20.

CANADIAN HAY CONDITIONS

Haying of Sweet Clover and Alfalfa in Canada is now general and very fair yields of both are reported. Late Clover and Timothy, however, will be light, the spring drought and late severe frosts having cut the crop in two. Alsike, which is now receiving the first cutting, is turning out fairly well, though in the regular Alsike sections the fields are rather dirty. The partial failure of the hay crop and the promise of short strawed spring grain has led many farmers to sow Millet particularly in the eastern counties.

THE CINCINNATI HAY MARKET

The Mutual Commission Company of Cincinnati, Ohio, comments as follows on the present hay situation in that market:

"Light receipts have been the feature in this market for several weeks and practically all the hay arriving is of inferior quality. However, shippers promise better quality from now on as they are beginning to bale barn hay.

"Local and southern demand is limited on the basis of present prices. Buyers report that recent rains have increased pasturage considerably and restricted the demand which was anticipated for this period. Prices, however, will no doubt remain steady until there is a larger movement, at which time it is also possible we will have a better demand."

HAY AT KANSAS CITY

BY B. S. BROWN

Trade conditions in the Kansas City hay market have improved a little the past few weeks, but the market still is unsatisfactory and shipments and receipts are both still far under the average for this season of the year. Prices generally have followed a lower trend, representing an adjustment to a new crop basis, except the better grades of Alfalfa which showed advances of 50 cents to \$3 a ton. Other grades of Alfalfa were about unchanged. Most quotations for Timothy are down \$5 to \$7 the past few months and Clover has dropped \$4 to \$5.

Receipts in July were 1,204 cars, which is nearly twice as much as was received in May, though less than half the arrivals of a year ago and 240 cars less than the 10-year July average. As has been the case for many months the market is dominated by factors growing out of the high freight rates which are restricting shipments and are cutting off demand. There has been no definite relief from exorbitant rates yet, but it is thought that the combined pressure of nearly all classes of shippers will result in improvement in the near future.

Some dealers report better success in finding an outlet for tame hay in southern and southeastern consuming channels. The decline in Kansas City prices has not been met by similar reduction in the eastern markets which has placed this market in

a much better position to compete for the demand from those sources. The fact that some dry spots have developed has also been a factor in bringing out demand for hay.

Kansas City will probably have a large representation of its hay trade at the annual convention of the National Hay Association in Chicago this month. A large number of dealers have signified their intention of going.

POSSIBILITIES IN "PYFEEN" GRASS

The agricultural bureau of the New Orleans Association of Commerce has been investigating the possibilities of the paille fine, or "pyfeen" grass which grows in such abundance on the wet prairies of Louisiana, and its report states that the crop has great potential value. Experiments have shown it to be a good stock food, the grass being dehydrated and cured for that purpose. There is a \$150,000 company at Paradis, La., the Pyfeen Products Company, Inc., which is now in operation.

The chemical analysis of "pyfeen" the State Experiment Station at Baton Rouge shows: Crude protein, 13.38 per cent; fat, 3.85 per cent; carbohydrates, 42.55 per cent; crude fibre, 27.65 per cent; water, 4.03 per cent; ash, 8.54 per cent. The yield is 30 tons an acre. There are about 2,000,000 acres in "pyfeen" at present.

SUDAN GRASS

Sudan grass, as an emergency hay or pasture crop, has several advantages, five of which should be emphasized.

1. It gives a large yield. The average yield at the Iowa station for the past four years has been 3.47 tons of dry hay per acre, from two cuttings on land less fertile than that of the average Iowa farm. It has yielded as high as 5.9 tons per acre, while the lowest yield ever secured on any plot, regardless of method or rate of seeding, was 2.20 tons per acre.

2. The crop can be grown easily and cheaply. The best yields are secured by broadcasting and harrowing, in much the same manner that oats are sown.

3. The seed cost is low. Sudan grass seeds heavily and as a result the seed is not expensive. The plant stools readily so that a relatively small amount of seed is required per acre.

4. It can be seeded late any time from May 10 to July 1, although seeding from May 25 to June 15 may be expected to give the best results in an average season.

5. It is dependable, never having failed to make a satisfactory crop in the eight years that it has been under observation. It withstands drouth remarkably well after it becomes established in the soil.

LOSSES IN SHIPPING HAY TOO EARLY

The Bureau of Markets and Crop Estimates calls attention in a recent bulletin to the fact that every year when new hay begins to be marketed reports from several central western hay markets show that much of the new hay arriving is hot and out of condition, and must be sold at a heavy discount under the price quoted for No. 1 hay. There are a number of causes, but the Bureau believes the principle one is that the hay is baled and shipped before it is cured sufficiently and while it contains too much moisture.

The easiest way to avoid the losses caused by

hay getting out of condition is not to ship hay until it has gone through the "sweat" and becomes properly cured in the mow or stack. The premiums usually offered for early shipments of new hay are very inviting, however. The first new hay, if in good condition, often sells near the price of old hay which, as the season draws to a close, is frequently high. The new hay is heavier, too, and the shipper profits from the sale of water in it, even though it sells below the price of old hay. The chance of getting these premiums causes many shippers to take the risk of the losses that continually occur. It is very doubtful, however, if the premiums equal the losses during the first week or two of the movement.

While the shipment of new hay is not advised until it is cured so as to contain not more than 14 or 15 per cent moisture, a few suggestions are offered by the Department of Agriculture, which, if followed, will tend to eliminate some of the losses frequently incurred. The principal ones are:

Press the hay in the bale as loosely as possible to get the minimum weight in the car.

Load hay in cars with air space about the bales; standing the bales on end is considered a good practice.

Ship first hay to near-by markets only.

Hay shipped into low or humid territories should be drier than when shipped into dry or high sections.

Provide ventilation for cars when possible.

Bill cars so that no delay will occur in handling or unloading at destination.

MISSISSIPPI LAW ON TAGGING FEEDS

The Mississippi Department of Agriculture and Commerce at Jackson, Miss., has issued a bulletin calling the attention of feed manufacturers and dealers to the following provisions of the state law covering the tagging of feed:

Section 2 of the Mississippi Feed Law reads as follows:

Every lot or parcel of commercial feedingstuffs sold, offered or exposed for sale or exchange, or distributed within this state, shall have fixed thereto a tag or label, in a conspicuous place on the outside thereof, containing a legible and plainly printed statement in the English language, clearly and truly certifying:

- (a) the net weight of the contents of the package, lot or parcel;
- (b) the name, brand or trade mark;
- (c) the name and principal address of the manufacturer or person responsible for placing the commodity on the market;
- (d) the minimum per centum of crude protein;
- (e) the minimum per centum of crude fat;
- (f) the maximum per centum of crude fiber;
- (g) the specific name of each ingredient used in its manufacture. * * *

The bulletin says further:

"The State Chemist and the Commissioner of Agriculture and Commerce are of the opinion that only the above mentioned items should be printed on the face of analysis tags and have accordingly made a ruling to that effect. We have also ruled that the tax stamp must not be pasted on the face of the analysis tag. These two rulings will go into effect at the beginning of the new season, which will be October 1, 1921.

"Beginning with new season, we are going to require all feed manufacturers to put up their packages that are to be offered for sale in Mississippi so that the net weight shall be 25, 50, 75, 100, 150, or 200 pounds, etc., as the case may be. A large number of them are doing this already, and we want those who are not doing so to fall into line so as to have complete uniformity in regard to this matter.

"We wish to call special attention to the requirement of the law that, 'Every lot or parcel of commercial feedingstuffs sold, offered or exposed for sale or exchange, or distributed within this state shall have fixed thereto a tag or label, in a conspicuous place on the outside thereof, containing a legible and plainly PRINTED statement in the English language * * *.' We have had a great deal of trouble during this season with unsatisfactory 'statements'—sometimes illegible, oftentimes indistinct, and many times not printed at all, but just stenciled or stamped.

"Our inspectors will be much stricter in regard to 'a legible and plainly printed statement' during the coming season than they have been during this one.

"The terms 'sugar and starch' must not appear as a part of the 'guaranteed analysis.'

"The information required in Section 2 of the law must be given completely either on the face of the analysis tag or else on the front of the sack, and must not be divided with part on the tag and part on the sack.

"We wish to call attention again to the ruling that neither the term nitrogen nor the term ammonia must appear on the analysis tag on cotton seed feed. These are both fertilizer terms and have no legitimate place on a feed tag.

"There has grown up a practice of correcting analysis tags with pencil, pen and ink, rubber stamps, etc., after they have been found not to conform to the requirements of the Mississippi Feed Law. A much better plan would be to confer with the State Department of Agriculture and Commerce and come to a definite understanding in regard to

what is required and what will be permitted on analysis tags, before they have been printed. We will gladly render any assistance possible.

"We wish to urge all feed manufacturers and others dealing in feeds, who propose to do business in this state to secure a copy of the Mississippi feed law and thoroughly familiarize themselves with its requirements. Thorough understanding and efficient co-operation between the State Department of Agriculture and Commerce and the agencies of distribution will prevent a great deal of inconvenience, annoyance and delay."

PRODUCTION OF HAY AND FORAGE SEEDS

The Bureau of the Census, of the Department of Commerce, announces, subject to correction, the following preliminary figures from the 1920 census of agriculture for the United States, with comparative figures for 1910:

Acreage and Production of Hay and Forage in the United States: 1919 and 1909.

Hay and Forage—	Acres.	Tons.
1919 total.....	96,163,056	146,470,679
1919, excluding		
corn cut for forage.....	81,663,638	128,679,041
1909, total (corn for		
forage not reported)....	72,280,776	97,453,735
Hay crops—		
1919	72,824,890	90,469,213
1909	68,227,310	87,216,351
Silage crops, 1919.....	4,006,436	29,693,804
Kaffir, sorghum, etc.,		
forage, 1919.....	4,737,843	7,906,554
Corn cut for forage 1919..	14,499,418	17,791,638
Coarse forage, 1909.....	4,034,432	9,982,305
Root crops for forage—		
1919	94,469	609,470
1909	19,034	255,079

The area of hay and forage harvested in the United States in 1919, according to the fourteenth census, was 96,163,056 acres, including 14,499,418 acres in corn cut for forage. Excluding the corn, the total acreage would be 81,663,638, which may be compared with the 72,280,776 acres reported for 1909, when corn cut for forage was not included to any extent.

The production of hay and forage in 1919, including corn cut for forage, was 146,470,679 tons, or excluding the corn, 128,679,041 tons. The production in 1909 (corn not included) was 97,453,735 tons.

Comparing the 1919 figures, exclusive of corn, with the 1909 figures, the data show an increase of 13 per cent in the acreage devoted to hay and forage, and an increase of 32 per cent in the production.

The states reporting the largest production of hay and forage in 1919 were Wisconsin, with 11,489,227 tons; New York, with 9,728,317 tons; Iowa, with 9,327,772 tons; Minnesota, with 9,291,671 tons; and Kansas, with 8,504,534 tons.

The total acreage in hay crops in 1919 was 72,824,890, as compared with 68,227,310 acres in 1909, representing an increase of 4,597,580 acres, or 6.7 per cent. The hay crops comprise Timothy, Timothy and Clover, Clover, Alfalfa, other tame grasses, wild, salt or prairie grasses, small grains cut for hay, and annual legumes cut for hay.

The production of hay crops in 1919, was 90,469,213 tons, as compared with 87,216,351 tons in 1909, an increase of 3,252,862 tons, or 3.7 per cent.

There were 379,372 farms which reported crops grown for silage in 1919. This number, which is only 5.9 per cent of all farms in the United States, probably represents approximately the number of farms which have silos. The states in which the highest percentage of farms reported silage crops in 1919 were as follows: Wisconsin, 36.3 per cent; Vermont, 25.6 per cent; New York, 21.9 per cent; Michigan, 19.5 per cent; Connecticut, 15.3 per cent.

The acreage in silage crops in 1919 was 4,006,436, and the production 29,693,804 tons. Silage crops were not reported separately in 1909, but were included in "coarse forage."

The leading states in the production of silage in 1919 were Wisconsin, with 5,535,438 tons; New York, with 3,157,185 tons; Michigan, with 2,551,806 tons; Iowa, with 2,334,676 tons; Illinois, with 2,325,010 tons; and Minnesota, with 2,200,973 tons.

The acreage of corn cut for forage in 1919 was 14,499,418, and the production 17,791,638 tons. Corn cut for forage was not reported to any extent in 1909, though small quantities of it may have been included under "coarse forage."

Other Forage Crops: The acreage in Kaffir, sorghum, etc., for forage in 1919 was 4,737,843, and the production 7,906,554 tons. Five states reported more than 400,000 tons of these crops, as follows: Texas, 2,468,092 tons; Kansas, 1,928,698 tons; Oklahoma, 1,264,090 tons; Nebraska, 596,455 tons; and Colorado, 440,282 tons.

"Coarse forage," as reported in 1909, was composed chiefly of silage, except in those states where Kaffir, sorghum, and other miscellaneous forage crops were of considerable importance. The total acreage in coarse forage in 1909 was 4,034,432, and the total production 9,982,305 tons.

There were 94,469 acres in root crops in 1919, as

compared with 19,034 acres in 1909. The production in 1919 was 609,470 tons, as compared with 255,079 tons in 1909.

NEW FEED BRANDS

"C. G. C. FEEDS" manufactured horse, hog, dairy, calf, poultry, and stock feeds. Curtiss Grain Corporation, Buffalo, N. Y. Filed October 22, 1920. Serial No. 138,673. Published June 21, 1921.

"TANGO" grain and horse feed. Ernest Redd, Birmingham, Ala. Filed January 28, 1921. Serial No. 142,907. Published June 28, 1921.

"CHAMPION" dairy, stock and poultry mixed feeds. Champion Milling & Grain Company, Clinton, Iowa. Filed January 17, 1921. Serial No. 142,328. Published June 28, 1921.

"SHUR-KACKLE" poultry feed. Josey Miller Company, Beaumont, Texas. Filed December 1, 1920. Serial No. 140,496. Published June 21, 1921.

"C. O. B." stock feeds. Bolling Lynn Robertson, Manassas, Va. Filed August 28, 1919. Serial No. 122,080½. Published June 28, 1921.

"HELMET BRAND" cottonseed meal for use as an animal food. Ashcraft-Wilkinson Company, At-



lanta, Ga. Filed December 6, 1920. Serial No. 140,629. Published June 28, 1921.

"PRO-LAC" prepared stock foods. Capitol Products Company, Des Moines, Iowa. Filed October 18, 1920. Serial No. 138,428. Published July 12, 1921.

"H-O" animal, bird and poultry feeds. The H-O Cereal Company, Inc., Buffalo, N. Y. Filed May 13, 1921. Serial No. 147,666. Published July 12, 1921.

"CORNELL BRAND" poultry, pigeon and stock feed. Blamberg Bros., Inc., Baltimore, Md. Filed February 18, 1921. Serial No. 143,741. Published July 12, 1921.

"FULL OF EGGS" prepared poultry feed. William J. McKay, Chicago, Ill. Filed April 18, 1921. Serial No. 146,324. Published July 19, 1921.

"24" dairy feed. C. M. C. Peters Mill Company, Omaha, Neb. Filed April 13, 1921. Serial No. 146,138. Published July 19, 1921.

"BULLY" stock feed or sweet feed. Temtor Corn and Fruit Products Company, St. Louis, Mo., and South Fort Smith, Ark. Filed April 11, 1921. Serial No. 146,042. Published July 19, 1921.

"HY-BRED" stock feed. Temtor Corn and Fruit Products Company, St. Louis, Mo. Filed April 11, 1921. Serial No. 146,043. Published July 19, 1921.

Cottonseed meal. C. L. Montgomery, Memphis, Tenn. Filed March 21, 1921. Serial No. 145,027. Published July 19, 1921.

"JERSEY QUEEN" dairy feed. Temtor Corn and Fruit Products Company, St. Louis, Mo., and South Fort Smith, Ark. Filed April 11, 1921. Serial No. 146,045. Published July 19, 1921.

"SUGAR LOAF" a fattening feed for stock. Temtor Corn and Fruit Products Company, St. Louis, Mo., and South Fort Smith, Ark. Filed April 11, 1921. Serial No. 146,046. Published July 19, 1921.

"JENNY LINN" horse and mule feed. Temtor Corn and Fruit Products Company, St. Louis, Mo., and South Fort Smith, Ark. Filed April 11, 1921. Serial No. 146,047. Published July 19, 1921.

Trademarks Registered

144,891. Sweet feed composed of oats, alfalfa meal and molasses. Pease & Dwyer Company, Memphis, Tenn. Filed January 20, 1921. Serial No. 142,528. Published March 29, 1921.

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GRAIN HAY WEST OF THE ROCKIES

West of the Rocky Mountains, grain hay is considered one of the best hay crops, and constitutes about one-half of all hay grown and marketed, according to a survey made recently by the U. S. Bureau of Markets.

The principal kinds of grain hay are oat, barley, and wheat hay. Oat hay seems to have the preference of the consumers in southern California, with barley hay a close second. In the San Francisco market, wheat hay is preferred with oat and barley hay next in demand.

The production of grain hay for market appears to have been chiefly the result of climatic conditions. In many sections of the Pacific Coast country the hot, dry winds which frequently occur make the raising of wheat, oats, or barley as a grain crop uncertain. It frequently happens that the hot winds come just when the grain is forming and cause it to shrivel up, thus producing a very poor quality of grain. Therefore when the grain is cut for hay it is generally cut about the time the grain begins to form, thus producing the best quality of hay.

As with other hays, the time of cutting grain hay is important. If the hay is cut too early, the grain is not sufficiently matured to give the hay the greatest feeding value, and if it is cut too late the stems become too fibrous, and the hay is of poor color. The hay which is considered of the highest quality is that which has a good, bright-greenish color, yet has sufficiently matured to have high feeding value.

The lack of rains during the harvesting period makes it possible to harvest and bale the hay under almost ideal conditions. In fact, rains rarely damage the hay while it is curing prior to baling. Most of the hay is baled into large five-wire bales, but there are a few of the three-wire, 17-inch by 22-inch bales, made in some sections.

The grain hay is used principally for feeding horses and stock cattle, although some is used by the dairies located in the producing sections. Alfalfa, which is also extensively grown, is preferred by dairymen, however. It is claimed that stock will fatten upon good grain hay without an additional ration of grain. Timothy hay is practically unknown, and it is said that stock that have always been fed grain hay will not eat Timothy when it is offered to them.

San Francisco and Los Angeles are probably the largest grain hay markets. The receipts, which range from 50 to 100 cars per week, are usually about equally divided between grain hay and Alfalfa. Most of the hay is shipped to market by rail, but considerable hay from the Sacramento River Valley goes to San Francisco by boat. Several firms in this market own their own boats, which have a capacity of 75 to 100 tons. These boats go up the river to producing sections and transport the hay direct from the large ranches to the city market.

Most of the hay received at the market is used locally, but some grain hay is exported. This hay goes principally on Government contracts to the Philippines and Hawaii and must be recompressed or double compressed for exporting. The method of recompressing the hay differs somewhat from that used in the eastern and central western markets during the war for recompressing Timothy hay for shipment to Europe.

Instead of placing whole bales in the presses and reducing their volume or instead of pressing two or more bales into one compact, the hay is taken from the original bale and run over a revolving cylinder which pulls it apart. This hay is then fed into the press, which is usually a heavy type perpetual press making a bale about 14 inches by 18 inches. By using cross-head bale ties 8 feet or 9 feet in length the bales are of even length and contain about 6 cubic feet. A ton of hay is pressed into 50 to 70 cubic feet.

By this method of baling, hay can be partially conditioned and to a certain extent a desired grade may be produced, for by opening a number of bales at the same time and feeding a small portion of each of them alternately into the cylinder, damp and dry hay or ripe and green hay can be fed into the press together in any desired proportion. In the case of the damp and dry hay, the dry hay absorbs some of the moisture from the damp and thus probably puts the whole lot in better condition. In the case of the ripe and green hay a grade might be produced which apparently would be better than either of the grades entering into it, as the grain in the riper hay furnishes the weight while the greener hay furnishes the color. It is doubtful, however, whether the grade produced could be of a higher quality than the hay of which it is composed even though it conformed to the specifications of a higher grade as described in the present commercial grades.

Dealers in the Pacific Coast markets are seeking new markets for grain hay in order to find an outlet for the surplus which frequently exists in their producing territories. Movement eastward by rail is impracticable because of high freight rates over the mountains, but water rates via the Panama Canal to the East Coast market are now such (being \$12 per ton from San Francisco to New York) that grain hay can be offered in Eastern and Southeastern Coast markets in competition with Timothy.

The great difficulty, however, is that consumers in these markets are not familiar with the feeding qualities of the grain hay and therefore hesitate to try it.

NEW YORK HAY MARKET IRREGULAR

BY C. K. TRAFTON

For a short time immediately subsequent to our last report, the hay market was frequently dull, narrow and featureless. For the time being, matters were practically at a standstill, both as to trading and prices. To be more explicit, practically all distributors, local dealers and consumers were in a waiting mood, inclined to hold off for further developments; larger receipts and possibly a decline in cost. But they were greatly disappointed, because their expectations were by no means realized. Receipts failed to increase as they had forecast, and consequently prices instead of being weaker, remained firm. Up to this point, practically all buyers had succeeded in making themselves believe the baseless claim that receipts were bound to become larger because farmers would be compelled to sell their hay promptly, in order to get money. In the judgment of keen and unbiased observers this was plainly a subterfuge, put out with the silly notion that it would influence the seller and thereby keep the market down; of course it failed as practically all such efforts generally do.

At the outset, buyers and consumers refused to believe, as they do at such times, that the crop had been injured by the drought. For a week, if not two, reports of injury to the crop were received with much scepticism, and some ridicule. Notwithstanding, it was publicly known that a long drought had existed in all or nearly all hay producing territories. Even the highly unfavorable tenor of the July official report had apparently no immediate effect upon the buying element, notwithstanding the fact that the report placed the crop at only 81,695,000 tons tame, against 91,193,000 tons harvested last year. The crop of wild was placed at 15,266,000 tons against 17,040,000 tons last year. In other words, a grand total of 96,961,000 tons against 108,233,000 tons harvested last year.

This huge shrinkage shows plainly that the drought was exceedingly severe over a wide area. Consequently it was small wonder that country shippers and farmers were unwilling to sell, expecting at higher figures. Indeed it was said that many farmers had decided to cover up their old hay with the new, rather than accept the lower bids.

Later in the month there was a radical change in the temper of the market, narrowness and inactivity being succeeded by a better demand and a rising tendency. The greater interest manifested by distributors, local dealers and consumers demonstrated beyond a doubt that they had at last awakened to a proper realization of the actual conditions prevailing. In short, they finally had their eyes forced open so that they were able to perceive that the crop was actually a short one.

As a result, they began to realize that in all probability, there would be no appreciable increase in the receipts in the immediate future and consequently no declines in quotations. In the meantime they had permitted their stocks to run down to a low plane; dangerously so in some instances, and therefore when they arrived at the conclusion that they had been wrong and attempted to secure supplies they found offerings surprisingly small and particularly so of good choice descriptions of Timothy or Light Mixed Clover. Because of the facts described, prices speedily moved to a higher level.

In some quarters the opinion obtained that possibly the stronger tendency was partly traceable to the possibility that the advance in the import duty of \$2 to \$4 per ton, might result in a falling off in imports from Canada.

Early in August arrivals of hay became larger, notably of lower grades via river boats. These grades were not in demand and prices declined. Higher grades, however, remained firm being in light supply and fairly good demand. Only a few cars of new hay have been received.

The straw market has been slightly stronger owing to insignificant supplies, and therefore business has been restricted.

The Peasley Company's feed and flour business at Oskaloosa, Iowa, has been purchased by James Wake of the East End Feed Mill.

A feed and flour business has been opened at Windsor, Mo., by the Petty Grain Company. The company will handle feed, flour and seeds.

The Thomas Jackson Feed Mill at Asher, Okla., has been purchased by H. F. Henderson. Improvements are to be made by him in the near future.

The retail department of the main house of the wholesale feed dealers of F. H. Green & Son, at Janesville, Wis., has been sold to Graham & Farley, a new firm, composed of George Graham and Ray Farley. The company also operates at Madison and Beloit, Wis.

A feed and flour wholesale brokerage business has been opened at Indianapolis, Ind., by J. C. Consodine. He will operate as the J. C. Consodine

Company. He was with the Washburn-Crosby Company for 15 years; for 9 years as manager of the Indianapolis branch.

To engage in a jobbing business in feed and flour, the Murphy-Roberts Company, Inc., was incorporated at Cleveland, Ohio. P. A. Murphy is president.

A hay business has been started at Kansas City, Mo., by J. M. Hail, under the name of J. M. Hail & Co. Offices are at 649 Livestock Exchange Building.

James J. McShane has filed articles of incorporation as the Stackhouse Coal & Feed Company to operate at Burmont, Pa. Its capital stock is \$10,000.

John K. Overocker and Perry Hatch have organized a new hay firm at New York City as Overocker & Hatch. Their offices are at the Hay Exchange Building.

The plant of Otis Olsen of Edna, Kan., who has been in the feed business for several years, has been leased to Wilmoth & Son. They took charge on July 1.

A mill for manufacturing feed, cornmeal and flour, is to be installed for W. G. Johnson, president and manager of the King Milling Company of King, N. C.

The corporation known as the Flem Vanmeter Flour & Feed Company at Jasonville, Ind., has been dissolved. The business will be continued as a partnership.

The name of the Alfalfa Manufacturing Company of Pierre, S. D., has been changed to that of the California Alfalfa Products Company. Its capital stock is now \$300,000.

The business and good will of the Bryant Feed Company of Corbin, Ky., has been purchased by Hugh Calloway of Loudon, Tenn. He will continue under the same name.

A warehouse costing from \$25,000 to \$30,000 and a feed mill are being erected at Spokane, Wash., for the Boyd-Conlee Company. The warehouse will have capacity for 30,000 bushels.

The Kent Feed Company, headed by W. E. Brandenburg, has purchased the feed store of Shaffer & Company at Kent, Wash. Shaffer & Company conducted the business for 20 years.

The Dixie Flour, Feed & Fuel Company has been incorporated at Hamilton, Ohio, capitalized at \$150,000. The incorporators are L. C. Seward, Chas. Lamm, B. L. Vinedge, and W. W. Vinedge.

W. G. Mish is associated with Vernon M. Green and under the name of the Green-Mish Company will conduct a feed business at Washington, D. C. Mr. Green formerly conducted this as Vernon M. Green & Co.

A three story brick building at Cincinnati, Ohio, has been purchased by the Cincinnati Grain & Hay Company. The building will be torn down and another one erected for use in storing feed products and grain.

The Withee Farmers Produce & Exchange Company of Withee, Wis., has been organized by W. S. Hass, A. Replogle, V. Loretzen, A. P. Anderson and Ed. Missling. The company will carry a full line of flour and feed.

The Conn Products Company has been organized at Waterloo, Iowa, capitalized at \$100,000 by Dr. George H. Conn. The company will manufacture and handle mineral supplements for livestock feed and livestock specialties.

Ernest C. Harris is now with the Dawson-Davis Company, feed and flour dealers of Boston, Mass. He was for 14 years with the Bay State Milling Company and was also connected with the Lawrenceburg Roller Mills. His offices will be in the Chamber of Commerce Building.

A complete line of dairy, horse, hog and poultry feeds is to be manufactured by the Wooster Grain & Seed Company of Wooster, Ohio. F. B. Neal will have charge of the plant; Mr. Buss will have charge of the poultry feed department. All the machinery will be run by electric motors.

Capitalized at \$100,000, the Ontario Milling Company has been incorporated at Oswego, N. Y., to conduct a feed milling business. R. A. Downey, A. S. Miner and G. H. Hunt are interested. The company will occupy the Downey Building, formerly used as a feed warehouse, and will have a capacity of 20 cars a week.

A model feed milling plant is to be equipped at Kansas City, Mo., for the Quisenberry Feed Manufacturing Company by the Allis-Chalmers Manufacturing Company of Milwaukee. T. E. Quisenberry is at the head of the firm. The Lehrack Construction Company is erecting the building. The machinery will include: Two Allis Feed Mills, two Allis Round Reel scalpers, two Allis Dust Collectors, an Allis Flour Packer, three No. 6 dust collectors, 10 Draver Poultry Feed and Grain Blending Feeders, nine Draver Wing Type Feeders, one Gruendler Feed Grinder and Pulverizer, one Fairbanks-Hopper Scale, two automatic scales and an Eureka Magnetic Separator.

COAL

BEST GRADES OF COAL NOT LARGE

"The supply of better grades of coal available to spot buyers is not as large as is commonly supposed," states "Saward's," "for, as is usually the case, more tonnage has been tied up on contract than some reports would indicate. Buyers who want a particular coal are apt to have trouble getting it in another month or so except at an advance. Ordinary grades will not be helped much from a price standpoint until the pinch of car shortage begins to be felt."

INEFFICIENCY AT THE MINES

That there is more waste in coal mining under present methods, and that this is one of the causes for high prices to the consumer, was revealed at the investigations conducted by the Industrial Court of Topeka, Kan. Miners estimated that under modern methods 60 per cent slack or 35 to 40 per cent waste is a result.

Mine owners' reports to the Topeka court hearing estimate a variation of \$1.59 in the cost of getting a ton of coal in the southeastern Kansas district. It costs from \$4.64 down to \$3.05 a ton to produce in Kansas.

AMERICAN COAL TO ARGENTINE

As a direct result of the strike of British coal miners, the United States is now supplying more than nine-tenths of the coal imported into the Argentine Republic, according to information just received from South America by the Guaranty Trust Company, of New York. One-tenth of the imported coal continues to be supplied by Great Britain, our chief competitor in the Argentine coal market, on account of her control of practically all of the railroads, which furnish 75 per cent of the total demand for coal in that country. Although the present diversion to the United States of the bulk of this coal trade is due to temporary conditions, nevertheless American coal exporters have gained an important foothold on the east coast of the Argentine and a return to normal conditions should see a decided strengthening of their position. Argentine coal importers are at present faced by a serious situation as a result of the policy of the labor unions.

COAL PRODUCTION DECLINES

During the last week of July the amount of bituminous coal produced in the United States was 22,000 tons less than that of the preceding week. The total output during that week is estimated at 7,361,000 net tons. Production for coal for the entire month was 30,394,000 tons, a decrease of 3,502,000 tons below June. This figure is even smaller than of July, 1914.

An examination of the Geological Survey figures on production shows that up to the end of July the year 1921 was 2,000,000 tons behind 1915, 12,000,000 tons behind 1914, 29,000,000 tons behind 1919, 38,000,000 tons behind 1913, 57,000,000 tons behind 1916, 76,000,000 tons behind 1920, 92,000,000 tons behind 1917, 110,000,000 tons behind 1918.

Production of Illinois mines fell to 34.95 per cent of their normal output as compared with 37.5 of the preceding week. The average for the entire country is about 40.8 per cent normal.

The total output of anthracite coal during the last week of July is estimated at 1,750,000 tons for the month, a decrease of 87,000 tons when compared with the week of July 23.

SLUMP IN PRODUCTION

The *Black Diamond* in its issue of August 13 in reviewing the present coal market conditions said:

Production of bituminous coal in the United States saw a further slump during the week ending, August 13, due to the continued lack of interest on all grades, both at home and abroad. Tide-water demand was practically absent so that West Virginia saw the worst week from the production standpoint that has occurred during the present depression.

Another factor which is cutting down production in the union fields of Pennsylvania and West Virginia is the difference in wages paid union miners from those paid in the non-union fields. The result is that although depression obtains in non-union territory, the output in these fields is considerably better than in the case of union mines.

So far the domestic consumer has failed to respond to suggestions that coal be stored immediately in order to make possible a greater output at a time when railroads can handle a much larger tonnage than they are handling at present. This has brought about a softening in prices in several fields as well as a decreased tonnage. Contracting on the part of foreign buyers and American steam

coal users still continues to be negligible and there was less call for spot coal than was the case the week before. With prices offered for bituminous so low as to entail loss on much of the coal sold, more mines closed down rather than sacrifice tonnage.

The eastern market for domestic anthracite was exceedingly weak, so that this coal was seeking more and more for an outlet via the lakes and in the West on all rail shipments. This resulted in one of the largest vessel loadings of the season. Congestion still obtains at the lower lake docks, cutting off bituminous shipments which had hitherto come from Ohio and eastern Kentucky fields. Production, therefore, fell off in these states.

New coal sheds are to be built at Evansville, Minn., for the National Elevator Company.

A new office and coal bins are to be built at Dalhart, Texas, for the Dalhart Equity Exchange.

New coal shed of two cars' capacity has been constructed at Hamburg, Iowa, for F. J. Sullivan.

The Sack Lumber & Coal Company has been incorporated at Crete, Neb., capitalized at \$100,000.

The interest of W. B. Evans in the seed, coal and milling business at Mountain Grove, Mo., has been purchased by his partners, W. N. Pearman and A.

A. Fuerst. The firm will operate hereafter as the Star Milling Company.

Capitalized at \$25,000, the Jamesport Lumber & Coal Company has been chartered at Jamesport, Mo.

The elevator and coal bins at Lone Elm, Kan., have been purchased by the Farmers Union of Colony, Kan.

The Economy Coal & Lumber Company has been incorporated at Kansas City, Mo. Its capital stock amounts to \$35,000.

The Farmers Co-operative Elevator Company of Hutchinson, Minn., has made plans for the erection of a coal shed at its elevator.

Government experts have figured that the coal resources of South Africa amount to 52,200,000,000, those of Rhodesia 969,411,000 tons.

The Farmers Co-operative Company will erect at Bridgewater, Iowa, a new coal pocket of 200 tons' capacity. The equipment is modern.

The capital stock of the Harlan Coal & Coke Company which operates at Highsprint, Ky., has been increased from \$25,000 to \$100,000.

The Car Service Division of the American Railway Association reporting for week ending July 23 showed that coal loadings totaled 152,142 cars.

This was only 26 cars more than during the preceding week but 49,448 cars under that for the same week last year. It was also 31,641 cars below the total for the corresponding week in 1919.

The retail coal and lumber business of the Hatch & Brookman Lumber Company, Wheatland, Iowa, is in hands of the King-Wilder Grain Company.

James J. McShane has filed articles of incorporation as the Stackhouse Coal & Feed Company to operate at Burmont, Pa. Its capital stock is \$10,000.

The Farmers Elevator Company is erecting coal sheds at Comfrey, Minn. The shed is 16x84 feet and will be equipped with a modern coal conveyor.

The Wisconsin Grain Company which was organized at Sharon, Wis., not long ago, has made arrangements to handle coal as a side line. The company is capitalized at \$50,000.

At the annual convention of the Southwestern Interstate Coal Operators Association held recently at Kansas City, Ira Clemens was re-elected president. Mr. Clemens comes from Pittsburg, Kan.

The recently organized Alex Y. Malcomson Coal Company is to have its headquarters at Louisville, Ky. Its capital stock is \$50,000. Geo. D. Caldwell, Chas. G. Middleton and W. J. Schaich are interested.

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FIELD SEEDS

(Continued from Page 131)

CONTROL OF CORN ROTS BY SEED SELECTION*

Investigations conducted in Illinois during the past 15 years have shown that corn is affected by several rot diseases of the root, stalk, and ear. These rots have been found to be one of the chief causes of thin stands; of large numbers of weak and stunted plants; of stalks that are leaning, down, and broken; of barrenness and nubbins; of chaffy, immature ears; and of reduced yields.

Those in close touch with the situation feel that these rots are cutting the yields of the corn in the state fully 15 per cent; and careful observations convince us that these diseases are increasing throughout the corn belt.

The best method that has been developed to date for the control of these rots is the selection of disease-free seed ears. This selection is no single operation that can be completed within a few days; it is the result of carefully following out several steps at the proper time. The first step that is necessary to secure the best results in controlling these corn troubles is to select mature ears in the field from healthy stalks growing in disease-free hills.

Fully matured ears, with sound shanks, from upright, sturdy stalks have shown, on the average, greater vigor and considerably more resistance to these diseases than similar appearing ears from stalks either slightly or badly diseased. Moreover, ears from leaning and broken stalks, and ears with slightly rotted shanks from erect stalks, are likely to be diseased. Wilted and prematurely dead stalks commonly bear diseased ears. Such stalks are frequently mistaken for early maturing stalks by those not suspecting their diseased condition.

Many apparently desirable seed ears droop because of weak, rotten, or broken shanks. Often such ears are diseased. Ears from stalks and shanks showing these symptoms have given greatly reduced yields when planted in experimental plots.

Ears from apparently healthy stalks in a hill where other stalks are diseased should be avoided for seed purposes.

As susceptibility to one disease often means susceptibility to other diseases, it is well to avoid ears from smutted or badly rusted stalks. Furthermore, ears from stalks with either badly rolled or crinkled, spotted, or discolored leaves, or plants with many fired leaves also yield less and should not be selected for seed. It is best to take only matured ears of medium size, from upright, sturdy plants whose stalks and portions of the leaves are still green, and whose ears are supported at a convenient height on strong, sound shanks.

Field selection of seed ears should be made before the first killing frost. This makes it possible to distinguish ears that have matured normally from those that have ripened prematurely on account of disease.

In order to have enough seed ears from which to get the very best seed, it is advisable to gather about five times as many as will be required for next year's planting. This will allow for shrinkage, discarded ears, butt and tip shelling, grading, etc.

The seed ears, after being selected in the field, should be so handled and stored that they will dry uniformly and thoroughly. If the moisture content of the ears remains high, harmful organisms may

*An account by James R. Holbert, pathologist of the Bureau of Plant Industry, United States Department of Agriculture, of investigations conducted at the Illinois Experiment Station, as published in Circular 225 of the Illinois Agricultural Experiment Station.

grow into the ears and infect them. Because of this, it is of utmost importance that the ears be kept in a dry, well-ventilated place.

For further information regarding the storage of seed corn, the reader is referred to Farmers' Bulletins 1175 and 1176 of the U. S. Department of Agriculture, and to Circular 225 of the Illinois Agricultural Experiment Station.

NEW YORK SEEDS MARKET FAIRLY ACTIVE

BY C. K. TRAFTON

Seasonable irregularity has been a feature of the local market for field seeds. Business in some varieties has been fairly good and prices have advanced. Canadian Blue Grass is about 5 cents higher than a month ago and Red Clover about 2½ cents. Many kinds have been dull, as usual at this time, and prices are nominally unchanged or a fraction lower.

Crimson Clover has been in especially good demand, according to some dealers and the price is about ¼ cent higher. Many buyers who had been holding off heretofore displayed greater interest and practically everything coming was promptly placed. Arrivals during the month were slightly larger, about 1735 bags, but the total is still far below normal. Moreover, foreign advices have continued strong. More definite reports have been received regarding the shortage of the French crop and with a good demand from their own markets, shippers are offering only small lots at 9 to 9½ cents c.i.f. according to quality, or 1 cent higher than a month ago and 2 cents above opening prices.

Red Clover has also been in decidedly good demand for fall sowing and distributors found it necessary to refuse some orders because of lack of supplies. Hence while the arrivals showed a fair increase, the total being about 4,050 bags, they were readily absorbed. In addition, there has been a further sharp advance in French quotations. Some shippers will not make firm offers but ask for bids, while others offer in a small way at 18 to 19 cents c.i.f. They claim that their crop is quite short and with the demand from their own farmers so brisk they are not anxious for export business with all its troubles. They state that best grades are commanding the equivalent of 18 cents in their own currency ex-warehouse.

White Clover is not quotably changed, but the tone is decidedly stronger owing to the short crops abroad as well as in this country. The Wisconsin crop is reported to be extremely short and large

dealers in that state who have been buying in eastern markets found it difficult to pick up any noteworthy spot stocks. Arrivals from abroad were slightly larger, about 175 bags, but they were bought up right away at the prices named. Two of the largest German exporters are offering best grades at 37 to 40 cents. The latter price is also asked by shippers in Czecho-Slovakia, compared with previous quotations of 24 to 26 cents.

Alfalfa is about 1 cent higher, reflecting strength in foreign markets. There has been a good jobbing demand and hence the arrivals proved to be inadequate, although there was a fairly large increase, the total being about 5,190 bags, all from Argentina. Shippers there now ask from 14½ to 15½ cents and will sell only on a letter of credit basis, which makes it hard to do business. Still, some regard the Argentina seed as superior to the French, for which 14½ cents is asked.

Hairy Vetch has been in decidedly active demand from all over the country, the South, the Seaboard, and the Middle and Far West. Previously it had been selling at a relatively low price, 6½ cents, but when the shortage of the crop was realized, the price quickly advanced to 7 and 7¼ cents. There has been a lively demand also for Spring Vetch, some of the large wholesalers anticipating their requirements; and there has been practically none imported. Arrivals of all vetches were much smaller, only about 170 bags, compared with 200 in June and about 630 in May.

Rapeseed has not been in particularly keen demand, although it is quite cheap compared with former years, being quoted at about 7 cents on spot. The price for shipment from Holland is slightly lower, 6½ cents, but the offers are not numerous and are mainly limited to 10-ton lots. French seed has sold for shipment at 6.30 cents, but as the crop there is small there is talk of prohibiting exports. Some shippers state that the authorities have issued export licenses for only about half the quantity requested. Arrivals during the month were 375 bags, against 75 in June.

Timothy and Alsike have been inactive because of the absence of export demand. One shipment of Timothy was reported, 137 bags to Germany. Kentucky Bluegrass and Redtop have been dull and nominally unchanged. Sunflower has continued featureless. Previous liberal arrivals from Argentina were well taken up. The shipment price is now 2½ cents c.i.f., while Canary is quoted at 2½ cents. One lot of the latter arrived from Great Britain, 100 bags.

Orchard Grass is about 2 cents lower. Shipments of 1100 bags were received from Denmark. There has been some demand for shipment at 15½ and 16 cents. English and Italian shippers offer Rye Grass at 16½ cents c.i.f. Several small lots of Chilean Red Clover have been sold for August-September shipment at 17¾ for new crop and 17¼ cents for old. A shipment of 268 bags of rye grass arrived from Ireland.

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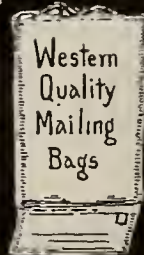
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Dole & Co., J. H., commission merchants.*
Freeman & Co., Henry H., hay, straw, grain.*†
Gerstenberg & Co., grain and seeds.*
Harris, Winthrop & Co., grain, stocks, bonds.*
Hitch & Carder, grain commission.*
Hoit & Co., Lowell, com. grain, seeds.
Hulburd, Warren & Chandler, com. merchants.*
Illinois Seed Co., seed merchants.
Lamson Bros. & Co., commission merchants.*
Leland & Co., E. F., grain and seeds.*
McCarthy Bros. Co., grain commission.
McKenna & Dickey, com. merchants.*
Miller & Co., Albert, hay and produce.†
Norris Grain Co., grain merchants.*
Paynter, H. M., grain commission.
Pope & Eckhardt Co., grain and seeds.*
Quaker Oats Co., wheat, corn, oats, barley, rye.
Randall & Co., T. D., hay and straw.
Rosenbaum Grain Co., J., shippers.*
Rumsey & Co., grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., Philip H., com. merchants.*
Shaffer, J. C., & Co., grain merchants.*
Udike Grain Co., consignments.
Wagner & Co., E. W., receivers, shippers.*
Wegener Bros., grain commission.*

CINCINNATI, OHIO.

Bender, A., grain, hay, mill feed.*†
Brouse-Skidmore Grain Co., rec. & shipper.*†

CLEVELAND, OHIO

Cleveland Grain & Milling Co., receivers and shippers.*†
Shepard, Clark Co., grain merchants.*†

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*†
*Members Grain Dealers' National Association.

DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay, beans.*†

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Dewein-Hamman Co., buyers and shippers.*

DES MOINES, IOWA.

Des Moines Elevator & Grain Co., grain merchants.*
Mid-West Consumers' Grain Co., grain merchants.*
Taylor & Patton Co., grain merchants.*

DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.*

DULUTH, MINN.

White Grain Co., grain and hay.*†

GREENSBORO, N. C.

Moon-Taylor Co., grain, feed and hay brokers.*†

INDIANAPOLIS, IND.

Boyd Grain Co., Bert A., grain commission.*
Hayward-Rich Grain Co., commission and brokerage.*
Kinney, H. E., Grain Co., grain, hay, feed.*†
McCardle-Black Co., grain commission.*
Steinhart Grain Co., grain commission.*
Urmston Elevator Co., grain commission.*†
Witt, Frank A., grain commission and brokerage.*

KANSAS CITY, MO.

Davis Grain Co., A. C. grain commission.
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., corn and oats.*
Peppard Seed Co., J. G., alfalfa seed, millet.
Thresher Fuller Grain Co., commission.*
Western Grain Co., shippers grain and feed.*

LIMA, OHIO.

Hurley Buchholtz Co., wholesale grain, hay, straw.†

LOUISVILLE, KY.

Edinger & Co., grain, hay, feed.†

LITTLE ROCK, ARK.

Wilson Co., Jno. R., corn, oats, mill feeds.

LYNCHBURG, VA.

Moon-Taylor Co., grain, feed and hay brokers.*†

MEMPHIS, TENN.

U. S. Feed Co., receivers and shippers.†

MIDDLEPOINT, OHIO

Pollock Grain Co., wholesale grain, hay.*

MILWAUKEE, WIS.

Bacon Co., E. P., grain commission.*
Courteen Seed Co., seeds.
Donahue-Stratton Co., buyers and shippers.*
Flanley Grain Co., grain.
Franke-La Budde Grain Co., receivers and shippers.*
Kamm Co., P. C., grain merchants.*
Milwaukee Seed Co., seed.*
North American Seed Co., seed.

MINNEAPOLIS, MINN.

Cereal Grading Co., grain merchants.*
McCaull-Dinsmore Co., com. merchants.*
Quinn, Shepherdson Co., grain merchants.*

NEW BERN, N. C.

Meadows, J. A., buyer, hay, grain and feed.*†
†Members National Hay Association.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW YORK, N. Y.

Brainard Commission Co., oats, barley.*
Forbell & Co., L. W., com. merchants.*
Nungesser-Dickinson Seed Co., seeds.
Power & Co., W. D., hay, straw, produce.†

NORFOLK, VA.

Moon-Taylor Co., grain, feed and hay brokers.*†

OMAHA, NEB.

Maney Grain Co., receivers and shippers.*

PEORIA, ILL.

Bowman & Co., Geo. L., grain commission.
Conover Grain Co., E. B., receivers, shippers.
Dewey & Sons, W. W., grain commission.*
Harrison, Ward & Co., receivers and shippers.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*†
Mueller Grain Co., receivers and shippers.*
Turner-Hudnut Co., grain commission.*

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Miller & Sons, L. F., receivers and shippers.*†
Richardson Bros., grain, flour, mill feeds.*
Young & Co., S. H., grain, flour and feeds.

PITTSBURGH, PA.

Foster Co., C. A., wholesale grain, hay.*†
Geidel & Leubin, buyers and shippers, corn and oats.
Harper Grain Co., grain commission.
Herb Bros. & Martin, grain and hay.*†
McCague, R. S., grain and hay.*†

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feed.*†
Moon-Taylor Co., grain, feed and hay brokers.*†

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Marshall Hall Grain Co., receivers, shippers and exporters.*
Nanson Commission Co., receivers, shippers.*†
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Seele Bros. Grain Co., commission.*
Toberman, Mackey & Co., grain, hay, seeds.*†
Turner Grain Co., grain commission.*

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Marshall Hall Grain Co., receivers and shippers.*

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Wells Co., J. E., wholesale grain, seed.*

TIFFIN, OHIO.

Sneath-Cunningham Co., grain and seeds.

TOLEDO, OHIO.

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King & Co., C. A., grain and seeds.*†
Raddatz & Co., H. D., grain, seeds.*
Southworth & Co., grain and seeds.*†
Wickenhiser & Co., John, grain dealers.*
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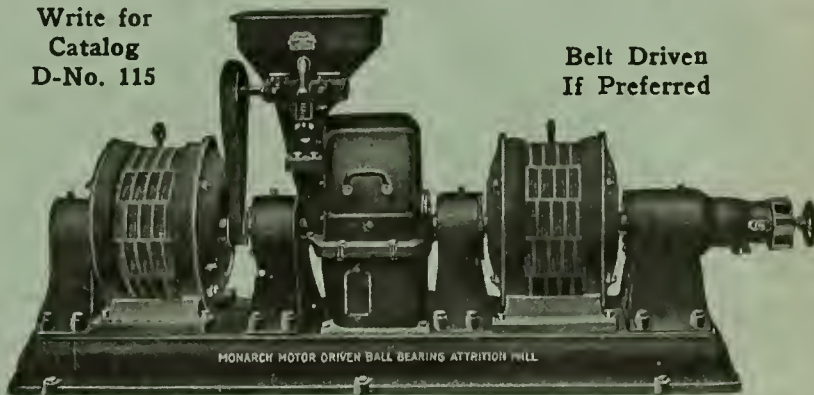
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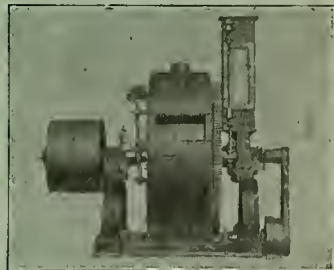
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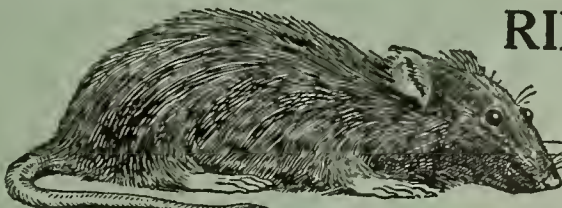


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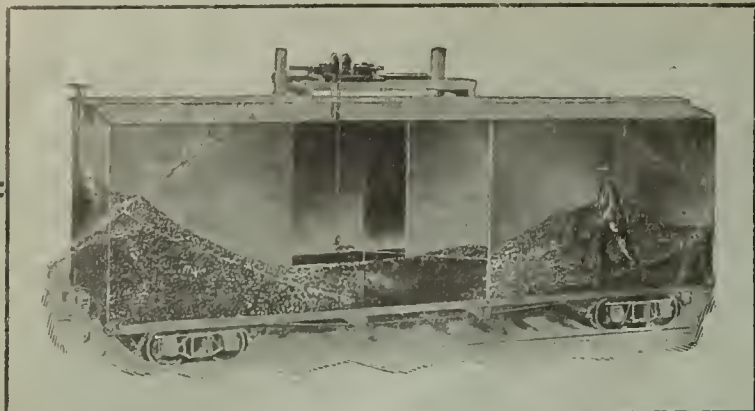


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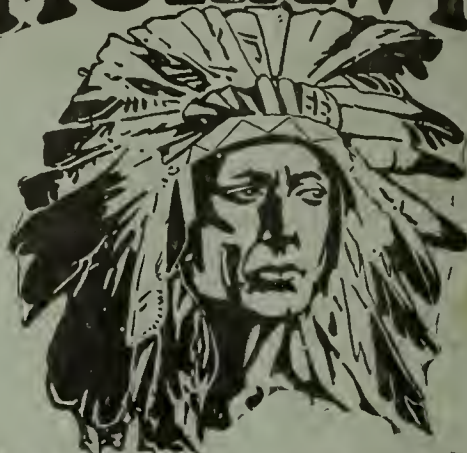
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